

# GRAIN DEALERS' JOURNAL

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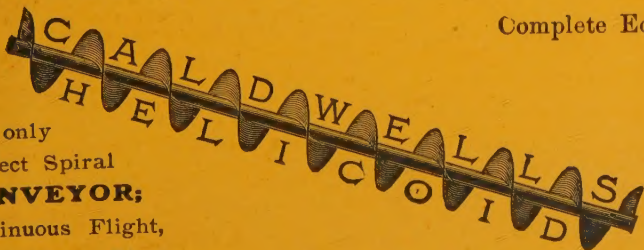
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# Directory of the Grain Trade

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Early Grain & Elev. Co., whol. grain, hay, seed.

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Gregg & Son, J., wholesale brokers, grain, hay.\*

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Blackburn & Co., O. P., gr'n recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers and expts.\*  
Frisch & Co., J. M., grain and hay receivers.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Herzer & Son, Gustav, grain, seeds, hay.  
Huyett, D. Yulee, strictly commission.  
Johnston Co., Thos., grain receivers.\*  
Jones & Co., H. C., grain and hay.\*  
Kirwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Robinson & Jackson, grain receivers.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain, feed shippers.

## BOSTON, MASS.

Alpine McLean Co., The, hay and grain.  
Cressey, Fred L., hay, grain, millfeed, commissn.  
Faithful, S. E., grain and millfeed.\*  
Banlet Co., The D. W., grain and millfeed.  
White & Co., W. A., grain receivers.

## BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

## BOZEMAN, MONT.

Benepe-Berglund Grain Co., Mont., oats & barley.

## BUFFALO, N. Y.

Alder Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns-Yantis Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.\*  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., barley.\*  
Pratt & Co., grain commission.\*  
Townsend-Ward Co., grain commission.\*  
Waters, Henry D., grain commission.\*  
Wohlers & Co., H. W., grain, millfeed.

## CAIRO, ILL.

Cunningham, Chas., grain.  
Halliday Elevator Co., corn, oats.\*  
Redman, Magee & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CAMBRIDGE, NEBR.

Rankin Bros., wholesale grain.

## CEDAR RAPIDS, IOWA.

White Cereal Co., T. G., wheat wanted.

## CHATTANOOGA, TENN.

Smith Co., Henry G., Hay, grain, produce.

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Anderson & Co., W. P., grain commission.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commiss'n merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., Jas. E., receivers, shippers.\*  
Bentley, C. S., grain commission.  
Bogert, Maltby & Co., commission merchants.\*  
Burns-Yantis Grain Co., receivers, shippers.\*  
Crighton & Lasier, grain commission.\*  
Dickinson Co., The Albert, seeds.  
Dole & Co., J. H., grain and seeds.\*  
Flinney, Sam., commission.\*  
Fitch & Co., Walter W. K., Mitchell, Mgr.\*  
Fraser & Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Holt & Co., Lowell, grain receivers.\*  
Hooper Grain Co., receivers, shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.

## CHICAGO—Continued.

McKenna & Rodgers, commission merchants.  
Merchants Grain Co., commission merchants.\*  
Merrill & Lyon, commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Mumford & Co., W. R., hay & grain commission.  
Paynter, H. M., grain commission.\*  
Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pfeiffer, Carl, F. W., grain commission.  
Pope & Eckhardt Co., grain and seeds.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Pringle & Wing, grain and provisions.  
Rang & Co., Henry, grain commission.  
Requa Brothers, grain commission.\*  
Rogers & Bro., H. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rumsey & Company, grain commission.\*  
Sawers, A. R., grain commission.\*  
Schiffelin & Co., P. H., commission.\*  
Shaffer & Co., J. C., buyers and shippers.\*  
Somers, Jones & Co., grain and field seeds.\*  
Sincere & Co., Chas. N. Y. stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.  
Updike Commission Co., grain commission.\*  
Van Ness, Gardiner B., grain commission.\*  
Wagner, E. W., receiver and shipper.\*  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Winans & Co., F. E., grain and seeds.\*

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Brown & Co., W. L., receivers and shippers.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Gale Bros. Co., grain, hay, feed.\*  
Interstate Grain Co., receivers and shippers.\*  
Louden & Co., grain commission.  
Perlin Bros., wheat and corn millers.  
Union Grain & Hay Co., grain and hay

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.\*  
Sheets Bros. Eltr. Co., the, grain, hay, straw.\*  
Star Eltr. Co., receivers, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.\*

## COLORADO SPRINGS, COLO.

Robinson Grain Co., grain, hay and flour.  
Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Seeds, Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Grubbs-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*

## DANVILLE, ILL.

McConnell, R. B., grain dealer.

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Bancroft-Marty Feed & Produce Co., grain and hay.  
Best & Co., J. D., grain and hay.  
Cash Commission Co., grain and hay.  
Crescent Mill & Eltr. Co., flour and grain.  
Longmont Farmers Mill & Eltr. Co., flour, grain.  
Scott, E. E., broker grain, cottonseed meal, bags.  
Thompson Merc. Co., W. F., hay and grain.

## DETROIT, MICH.

Botsford & Barrett, grain receivers and shippers.  
Carson, Craig & Co., receivers, shippers.  
Caughey & Carvan, grain and field seeds.  
Dumont, Roberts & Co., receivers, shippers.\*  
Ellair, Wellington & Co., stocks and grain commission.  
Lapham & Co., J. S., recvrs. & shippers of grain.\*

## DULUTH, MINN.

Turtle & Co., grain commission.

## DIGHTON, KAN.

Bradstreet, A. E., shipper, grain, hay & feedstuffs.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEX.

Ft. Worth Grain & Ele. Co., receivers, shippers.  
Kolp, E. R. & D. C., grain and seed dealers.\*  
Smith Bros. Grain Co., buyers, shippers.  
Terminal Grain Co., receivers, shippers.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Jockusch, Davison & Co., grain, hay exporters.  
Wisrodt Grain Co., wholesale grain eltr. facilities.

## GREENVILLE, O.

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## HARRISBURG, PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HUTCHISON, KAN.

Rock Mfg. & Eltr. Co., buyers and shippers.

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Cooper & Oddy, grain and hay commission.  
Files-Greathouse Grain Co., grain com'n's'n merchts.  
Finch & McComb, grain commission.  
Kinney, H. E., receiver and shipper.\*  
Probst & Kassebaum, comm. & whol. grain & hay.  
Purtelle & Co., Eugene, grain commission.  
Shotwell, C. A., grain, flour, commission.  
Star Elevator Co., grain and hay commission.  
Stebbins-Witt Grain Co., commission & brokerage

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.\*

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Benton Grain Co., screenings and chickenfeed.  
Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.\*  
Fowler Commission Co., receivers and shippers.  
Goffe & Carkner, recvrs. and shpr. of grain.\*  
Hargis Grain Co., B. F., receivers, shippers.  
Hinds & Lint Grain Co., receivers, shippers.\*  
Home Grain Co., grain merchants.  
Kemper Mill & Eltr. Co., grain and grain products.  
Lichtig Grain Co., Henry, receivers and shippers.  
Lonsdale Grain Co., grain receivers.  
Moore Grain Co., receivers and shippers.\*  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Norris Grain Co., grain, seeds, screenings.  
Peirson-Lathrop Grain Co., commission merchts.\*  
Roehen-Carey Grain Co., grain, flour, millfeed.  
Smith & Son, J. Sidney, receivers, shippers.\*  
Steele & Co., H. H., grain and seeds.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., grain commission.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## LA FAYETTE, IND.

Alder Grain Co., grain commission.\*

## LAMAR, COLO.

Brookshire Trading Co., grain, hay and seeds.

## LEXINGTON, KY.

Frost, David C., grain, seeds and hay.

## LINCOLN, NEB.

Central Granaries Co., milling wheat.  
Lincoln Grain Co., receivers, shippers.  
Seldomridge, C. B., grain.  
Wright-Leet Grain Co., buyers and shippers.

## LITTLE ROCK, ARK.

Brook-Rauch Mill & Eltr. Co., corn and millfeed.  
Gossell, Fred L., recvrs., shpr., grain, hay.

## LOUISVILLE, KY.

Bingham-Hewett Grain Co., recrs. & shpr. grain.\*  
Brandels & Son, A., receivers and shippers.\*  
Callahan & Sons, grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Schuff & Co., A. C., receivers grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*

## LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.

# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## MEMPHIS, TENN.

Booker, W. J., grain broker.  
Clark, Burke & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., grain and hay.\*  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Patterson & Co., G. E., receivers and shippers.\*  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.\*  
Webb & Maury, grain and hay.\*  
Wyatt, E. W., broker, grain and millfeeds.

## METAMORA, O.

Metamora Eltr. Co., Corn, Oats, Wheat, Hay\*

## MIDDLEPOINT, O.

Pollock Grain Co., grain, hay and straw.

## MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.\*  
Bartlett & Son Co., L., grain commission.\*  
Coughlin, T. C., grain commission.  
Courtene, S. G., field seeds.  
Donahue, P. P., grain, feed, mlg. wheat a spity.  
Fagg & Taylor, grain merchants.\*  
Franko Grain Co., grain and feed.\*  
Kamm & Co., P. G., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Lowry & Co., I. H., grain commission.\*  
Lyman Smith Gr. Co., shippers of choice grain.\*  
Mereness & Gifford, grain commission.  
Stacks & Kellogg, Grain Merchants.

## MINNEAPOLIS, MINN.

Atwood-Stone Co., grain commission.  
Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cargill Elevator Co., field seeds.\*  
Cooper Commission Co., receivers, shippers.  
Dakota Cereal Co., grain, barley & oat specialists.  
Davies & Co., L. M., grain commission.  
Getchell-Tanton Co., grain commission.  
Hankinson & Co., H. L., grain commission.  
Marfield-Tease Co., grain commission.\*  
McIntyre-Frerich Co., grain commission.  
McLaughlin & Co., W. S., grain shippers.  
Minnesota Grain Co., grain commission.\*  
Minneapolis Seed Co., field seeds.  
Nye, Jenks & Co., grain commission.  
Randall, Gee & Mitchell Co., grain and seeds  
Smith, M. W., grain commission.  
Stair, Christensen & Timmerman, com's'n merchts.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Welch Co., E. L., grain commission.

## MOBILE, ALA.

Mertz & Co., G., flour, grain & vegetables.\*

## MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

## NASHVILLE, TENN.

Hughes Warehouse & Eltr. Co., grain.  
Miller & Co., grain commission.\*  
Wilkes & Co., J. H., recvrs. & shprs. grain, hay.\*

## NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

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Leonhardt & Co., A. F., grain and hay.\*

## NEW YORK CITY.

Cushing & Brandt, grain commission, buyers.\*  
Forbell & Kipp, grain commission.\*  
Keusch, Otto, off grade grain, grain broker.\*  
Morey Co., L. A., grain brokers.\*

## OGDEN, UTAH.

Western Grain & Brokerage Co., grain, seeds.

## OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds.  
Kolp, E. R. & D. C., grain and seed dealers.  
Pruitt Grain Co., T. J., receivers and shippers.

## OMAHA, NEB.

Alfalfa Feed & Grain Co., mill feeds.  
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Cavers Elevator Co., receivers and shippers.\*  
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Crowell Lumber & Grain Co., recvrs., shippers.  
Empire Grain Co., receivers, shippers.  
Huntley, E. E., grain commission.  
Lincoln Grain Co., receivers, shippers.  
Merriam & Holmquist Co., grain recvrs., shippers.\*  
Middle-West Elevator Co., receivers and shippers.\*  
Nebraska-Iowa Grain Co., receivers & shippers.\*  
Nordstrom Gr. Co., E. A., consignments.  
Nye-Schneider-Fowler Co., grain recvrs., shippers.  
Omaha Elevator Co., receivers, shippers.\*  
Roberts Grain Co., grain commission.  
Smith Grain Co., J. Sidney, receivers & shippers.  
Stidham Grain Co., receivers, shippers.  
Thompson Grain Co., grain dealers.  
Trans Mississippi Grain Co., recvrs. & shprs.\*  
Union Grain & Elevator Co., receivers, shippers.  
United Grain Co., grain commission.  
Udake Grain Co., grain dealers.\*  
Weekes Grain Co., commission merchants.

## OWENSBORO, KY.

Owensboro Grain Co., receivers and shippers.

## PENSACOLA, FLA.

Bonacker Bros., brokers, grain, hay and millfeed.\*

## PEORIA, ILL.

Buckley, Pursley & Co., grain and seeds.\*  
Dewey & Sons, W. W., grain commission.  
Feltman, C. H., grain commission.  
Miles, P. B. & C. O., grain commission.\*  
Rumsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

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Clenger, S. J., buyer and commission.\*  
Delp Grain Co., E. E., grain and millfeeds.\*  
Dunwoody Co., Est., flour, grain, feed.\*  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Rosekrans-Snyder Co., grain and millfeeds.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Rogers & Co., E. L., grain, hay.\*  
Stites, A. Judson, grain and millfeed.

## PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay, straw.\*

## PITTSBURG, PA.

Clark Grain & Hay Co., grain and hay.  
Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Gordon & Co., W. N., Grain, hay, mill feed.  
McCague, R. S., grain, hay.\*  
Smith & Co., J. W., grain, hay, feed.  
Walton, Sam'l, grain and hay.

## PORTLAND, ME.

Merrill, Edward P., grain broker.

## PUEBLO, COLO.

Cessna Gr. & Flour Co., grain, hay & flour.  
McClelland Met'l I. & R. Co., grain, hay & feed.

## RALEIGH, N. C.

Lumsden, C. H., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

## SAN ANTONIO, TEXAS.

Lupton, R., Whol. Grain, Mlg. Wheat and Seeds.

## SAVANNAH, GA.

Browder & Haym, brokers, grain, hay.

## SIOUX CITY, IOWA.

Central Grain Co., grain merchants.  
Fahlenkamp Grain Co., A., grain commission.  
Fields & Slaughter Co., grain, hay, feed.  
Interstate Grain Co., buyers and shippers.  
Shepherdson Co., M. T., grain dealers.\*

## ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Gordon Comm., T. P., grain dealer and broker.\*  
Shannon Grain Co., grain merchants.

## ST. LOUIS, MO.

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Botto Gr. Co., Jno. V., receivers, shippers.  
Byrne & Co., Daniel P., grain, hay, seeds.\*  
Carlisle Comm. Co., S. S., receivers and shippers.  
Cochrane Grain Co., receivers, shippers.\*  
Connor Bros. Co., grain.\*  
Fresch Grain Co., Chas. M., com's'n. futures.  
Gill & Co., F. D., receivers and shippers.  
Goffe & Carkener Co., grain commission.\*  
Green Commission Co., W. L., grain.\*  
Kolp, E. R. & D. C., grain and seed dealers.  
Kennedy Grain Co., receivers, shippers.  
Langenberg Bros. & Co., hay and grain comm.\*  
Mullally Comm. Co., John, grain, hay, seeds.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Comm. Co., grain & grass seed.\*  
Powell & O'Rourke, receivers, shippers.\*  
Slack-Fuller Grain Co., grain commission.\*  
Webster Grain Co., grain commission.

## ST. PAUL, MINN.

Rank & Co., C. R., hay, grain and screenings.

## SHERMAN, TEXAS.

Pittman & Harrison Co., whol. grn. and seeds.

## SPRINGFIELD, ILL.

Brainerd, James L., grain buyer and shipper.

## TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

## TOLEDO, O.

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DeVore & Co., H. W., grain and seeds.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
National Milling Co., cash buyers wheat.\*  
Rundell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
Wickenhiser & Co., John, grain, millfeed.\*  
Zahn & Co., J. F., grain, seeds.\*

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Jolley & Blanchard, grain merchants.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

## TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

## VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

## WICHITA, KANS.

Empire Grain Co., wholesale grain.  
Heenan & Co., David, grain commission.  
Kolp, E. R. & D. C., grain and seed dealers.  
Probst Grain Commission Co., H. F., receivers.  
Tri-State Grain Co., country run mlg. wheat.\*  
Western Grain Co., The, wholesale grain, seeds.  
Williamson Grain Co., J. R., gr. comm. merchs.

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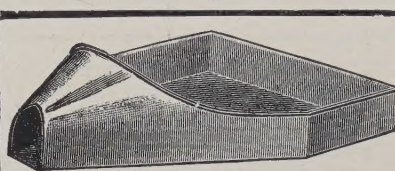
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CLEAN YOUR CORN and it will arrive cool  
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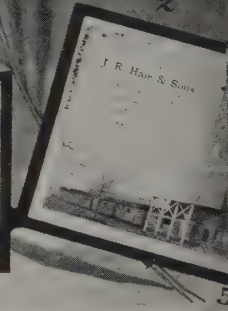
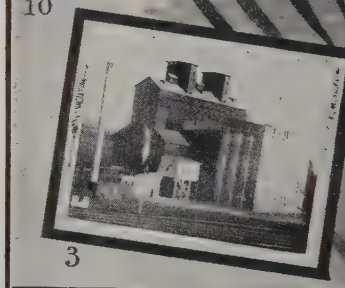
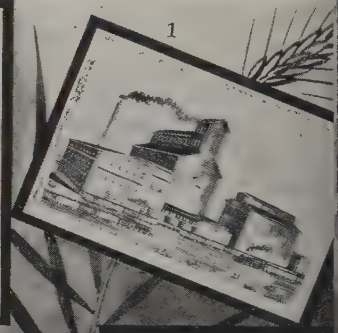
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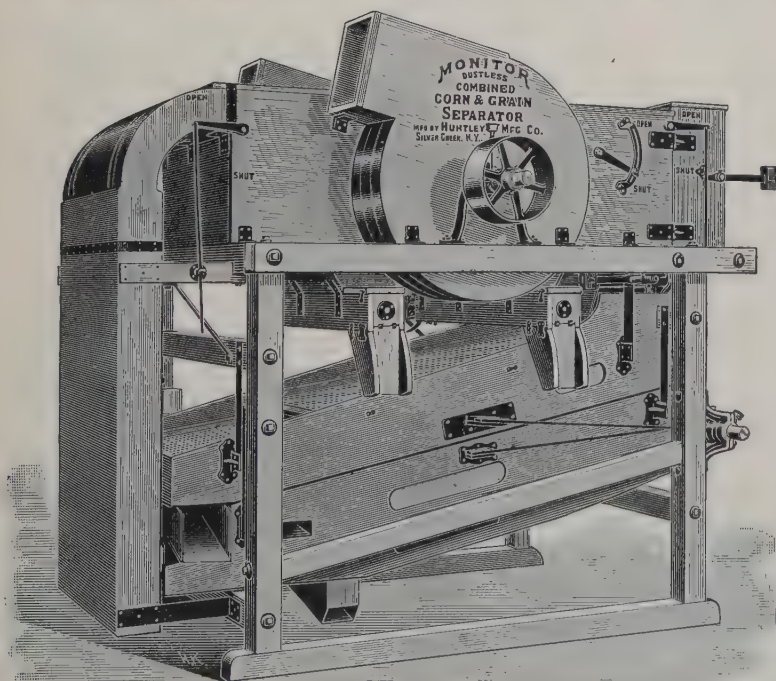
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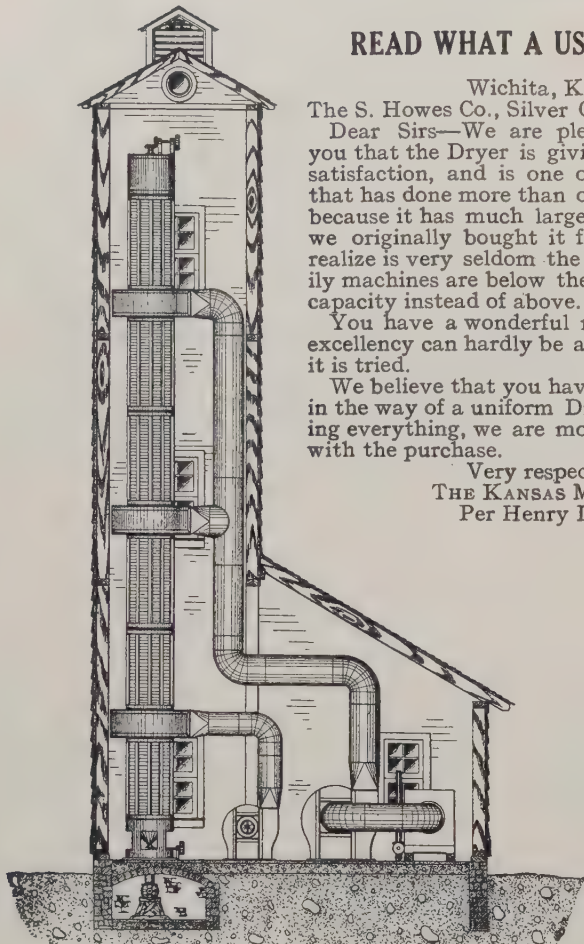
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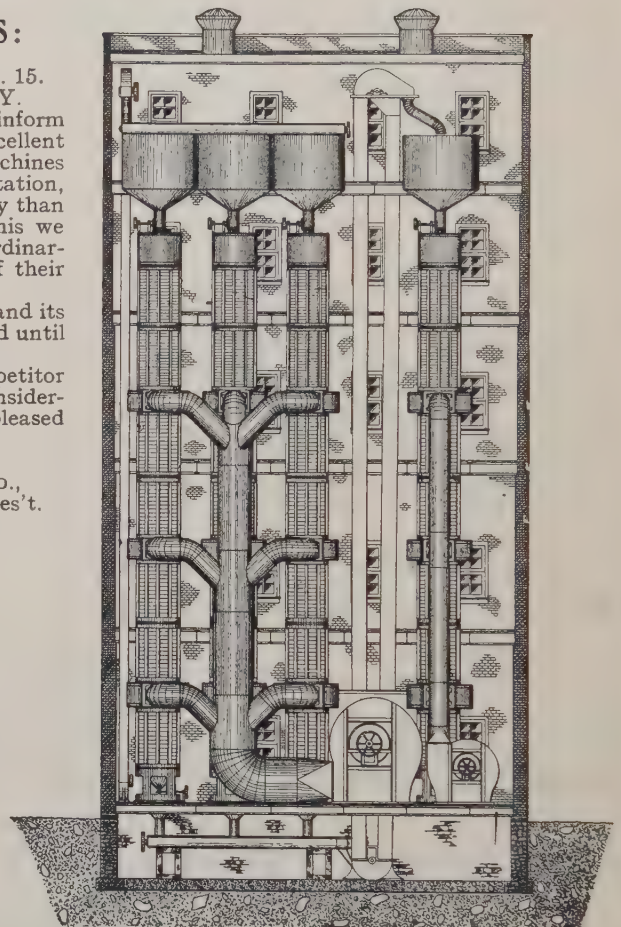


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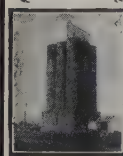
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chinery. Plans, Specifications and Estimates.  
No. 311 N. Harvey, Oklahoma City, - Okla.

### If You Want

regular country shippers to  
become familiar with your firm  
name, place your "ad" here.

### Drive

Your business. Hitch up with an ad.  
in the Grain Dealers Journal. You  
will then have a pleasant and profit-  
able ride.

for plans and estimates upon  
modern grain elevators. Over  
200 of our houses in operation.

Write to the

### Cramer Construction Company

1110 Farnam Street, Omaha, Neb.

## GRAIN ELEVATOR BUILDERS

Better have  
**YOUNGLOVE**  
build your  
**ELEVATOR**

than to wish you had.

**Younglove Construction Co.**

219 Grain Exchange

SIOUX CITY, IOWA

## GRAIN ELEVATORS

AND

## STORAGE TANKS

Wood or Concrete

Plans and estimates  
submitted on approval.  
We can interest  
you.



**L. O. Hickok & Son,** Engineers—Contractors  
MINNEAPOLIS, MINN.

**The P. H. Pelkey  
Construction Company,**  
Wichita, Kansas,

Are Builders, Designers and  
Engineers of Grain Elevators,  
Warehouses, etc.

If you are going to build or  
remodel, it will pay you to  
figure with us.

## OLSON BROTHERS & CO.

ENGINEERS AND CONTRACTORS

Grain Elevators, Flour Mills and Complete Plants for  
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Humboldt 2373

2418-22 Bloomingdale Ave.

CHICAGO, ILL.

## Steel Grain Tanks

We are pioneers in this line and are building tanks in  
the good old fashioned way. Joints caulked, and  
guaranteed water, weather and bug proof. Long ex-  
perience has demonstrated the necessity of high grade  
workmanship to make steel storage a success, we do it.

**WM. GRAVER TANK WORKS,** East Chicago, Ind.

## D. F. HOAG

CONTRACTOR and BUILDER  
**GRAIN ELEVATORS**

222 Corn Exchange, Minneapolis, Minn.

Get what you contract  
for by dealing with



**C. E. Bird & Co.**  
ELEVATOR AND  
MILL BUILDERS

16 Years  
Practical Experience

614 Corn Ex.

Minneapolis, Minn.



## We Build 'Em

GRAIN ELEVATORS  
MILLS and WAREHOUSES

If you are thinking of building or re-  
modeling your elevator, write us. Plans  
and specifications furnished.

**PEERLESS CONSTRUCTION COMPANY**  
WICHITA, KANSAS

## KAUCHER, HODGES & CO.

DESIGNERS AND BUILDERS

206 Royal Building, MEMPHIS, TENN.

ALFALFA FEED MIXING PLANTS  
Machinery Equipments Furnished Complete

GRAIN ELEVATORS  
WAREHOUSES

CONCRETE CONSTRUCTION

GRAIN ELEVATORS ∴ WAREHOUSES  
STORAGE TANKS ∴ SEED HOUSES

Built of

Wood or Fireproof Material

PLANS—SPECIFICATIONS—ESTIMATES

Give me a chance to figure with you  
before making contract.

**T. E. IBBERSON**

Minneapolis ∴ ∴ Minnesota

## GRAIN ELEVATOR BUILDERS

### Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF  
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

### GRAIN ELEVATOR

Designing and Construction  
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.  
CHICAGO

### John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications  
a Specialty.

CHICAGO

### FRED FRIEDLINE & CO.

Elevator Engineers

253-261 La Salle St.,

Plans and Specifications  
Machinery and Contracting. CHICAGO

### Grain Storage Construction Company

Designers and Builders of

STEEL, GRAIN AND COAL ELEVATORS

Mutual Life Bldg., Buffalo, N. Y.

### INVESTIGATE THE COST FIREPROOF ELEVATORS

WRITE US TO-DAY

MONARCH ENGINEERING CO.

Chamber of Commerce, Buffalo, N. Y.



### GREAT NORTHERN RY. CO. ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

### The Barnett & Record Company

Minneapolis, Minn.

CONTRACTORS AND ENGINEERS

### JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of GRAIN ELEVATORS In All Parts of the World



Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y., consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete Grain Storage and 600 Foot Dock.

This is another case where preference was given concrete over tile construction (Note tile storage tanks in the rear).

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Building., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg.  
Pittsburg, Pa., Westinghouse Bldg.  
San Francisco, Cal., 709 Mission St.  
Canadian Stewart Co., Ltd., Montreal,  
St. Louis, Mo., Bank of Commerce Bldg.  
New Orleans, La., Germania Bank Bldg.  
Denver, Colo., First National Bank Bldg.  
Canada, Eastern Township Bank Bldg.  
Fort William, Ontario, Canada

### BURRELL

### Engineering & Construction Co.

Designers and Builders of

Modern Grain Elevators

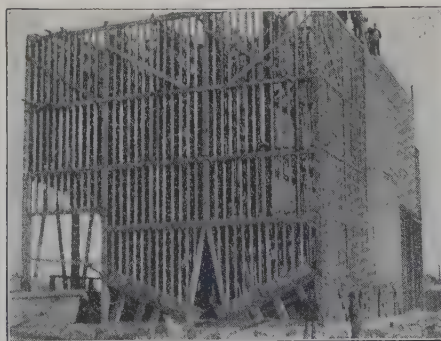
Concrete or Wood

Transmission Experts

1140 Stock Exchange

CHICAGO, ILL.

### Studded Constructed Elevators



THIS illustration shows an elevator of our design in process of construction. We make complete plans and specifications. Our experience will make money for you.

—Write us.—

Reliance  
Construction  
Co.

625 Board of Trade  
Indianapolis, Indiana

We are  
**HEADQUARTERS**  
FOR

Grain Elevator Machinery  
Friction Clutch Pulleys  
Manilla Rope Transmission  
Power Shovels, Car Pullers  
Boot Tanks, Boilers  
Erie Steam Engines

WRITE US  
**LINK-BELT**  
**SUPPLY CO.**  
Minneapolis,  
Minn.



## When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the **General Northwestern Agents** for the following well known high grade lines:

The Sonander Automatic Scales  
"The Standard" Scales  
The Foos Gas, Gasoline and Producer Gas Engines  
Skinner Automatic Steam Engines  
Bates Corliss Heavy Duty Engines  
Frost Engines and Boilers  
Smith-Vaile Steam and Power Pumps  
Chain Belt Concrete Mixers  
Clyde Hoisting Engines  
Cookson Feed Water Heaters  
Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery  
Blue Thread Brand Transmission Rope  
Diamond Rubber Co.'s Line  
Engineers' and Electrical Supplies  
Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

**Power Equipment Co., Minneapolis**

## J-M Asbestos Roofing is the Only Smooth-Surfaced Ready Roofing Permitted

Statistics gathered by the National Board of Fire Underwriters show that the fire loss in the United States during the ten years ending in 1907 averaged \$203,000,000 a year. Statistics further show that over half of these annual fire losses were the result of flames being communicated from another building by burning sparks, embers, etc., landing on an inflammable roof.

### In SAN FRANCISCO, CAL.,

where the authorities are using every precaution against a possible recurrence of the terrible fire loss of 1906, J-M ASBESTOS ROOFING is the ONLY SMOOTH-SURFACED ready roofing permitted within the city fire limits.

### In JACKSONVILLE, FLA.,

where the building laws regarding fire-proof materials are severe since their \$10,000,000 fire in 1901, J-M ASBESTOS ROOFING is included among metal, slate and the other fire-proof roofings which can be used.

### In MINNEAPOLIS, MINN.,

after an official test, during which the flame of a blow-torch failed to ignite wood covered with J-M ASBESTOS ROOFING after a ten minute exposure, the City Council amended their city building ordinances to include this roofing.

### In ATLANTA, GA.,

the Building Committee has pronounced J-M ASBESTOS ROOFING equal to metal, tile and slate for resisting fire.

When, after thorough investigation and careful tests, such cities as the above pronounce J-M ASBESTOS ROOFING absolutely fireproof, isn't it a pretty safe guide for you to follow?

J-M ASBESTOS ROOFING is absolutely fireproof because it is made entirely of minerals—Asbestos and J-M Trinidad Lake Asphalt.

Write nearest branch for Samples and Booklet—or simply write your name and address on margin of this advertisement and mail to us.

## H. W. JOHNS-MANVILLE CO.

Manufacturers of Asbestos and  
Magnesia Products.

**ASBESTOS**

Asbestos Roofings, Packings,  
Electrical Supplies, Etc.

Baltimore  
Boston  
Buffalo

Chicago  
Cleveland  
Dallas

Detroit  
Kansas City  
London

Los Angeles  
Milwaukee  
Minneapolis

New Orleans  
New York  
Philadelphia

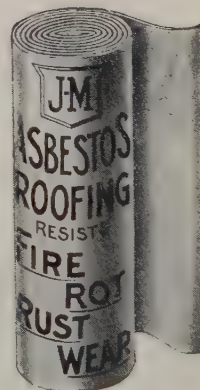
Pittsburg  
San Francisco

Seattle  
St. Louis

1057



In this test the flame of a powerful blow-torch was placed within two inches of J-M Asbestos Roofing. At the end of fifty minutes the roofing was not burned or injured, being only slightly blackened with smoke.



**We are Large Manufacturers of Steel Roofing, Corrugated Iron, etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**Sykes Steel Roofing Co.,**  
CHICAGO, ILL.

## CYCLONE BLOW PIPE CO.

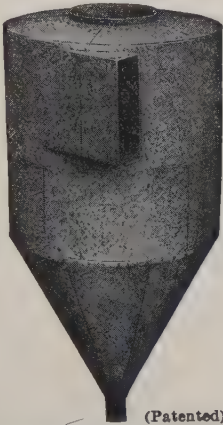
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

541-553  
West Jackson Boul:  
CHICAGO, ILL.



(Patented)

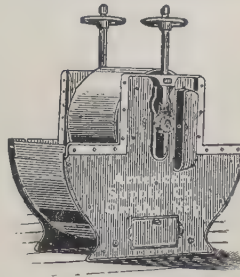
"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



THE  
**"New Cyclone 1905"**

Manufactured Exclusively by  
**The Knickerbocker Co.**  
JACKSON, MICH.

## Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

**Heavy and substantial, no better made.**

Size cups	Net price	Size cups	Net price
8x5 - -	\$13.50	11x6 or 7 - -	\$19.50
9x5 - -	15.00	12x6 or 7 - -	22.50
10x5 1-2 - -	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

**AMERICAN SUPPLY CO.**  
1110 Farnam St., Omaha, Neb.

IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

## ELEVATOR MACHINERY

AND

## SUPPLIES

OF EVERY DESCRIPTION

LARGE STOCK  
PROMPT SERVICE

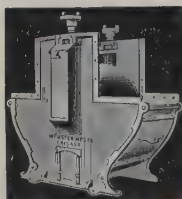
**Grain Dealers Supply Co.**

305 So. 3rd Street

Minneapolis, Minn.

## Elevator Supplies

We manufacture a complete line of grain-handling machinery including

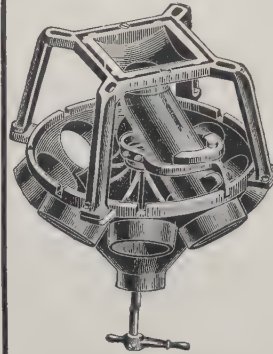


**SPOUTS, BOOTS, Clutches, Buckets, Pulleys, Belting, Etc.**

"We carry a stock on hand and can make prompt delivery. Consult us when planning improvements. Write for catalog."

**K. C. Mfg. & Supply Co.**  
Kansas City, Mo.

## Shrewd purchasers use the Hall Signaling Distributor



for its earnings, for its economy.

Good sense compels us to make exactly what they need.

You can safely consult them.

**HALL DISTRIBUTOR CO.**  
222 Range Bldg. Omaha, Nebr.

## THE BEST



is none too good, so goes an old saying.

Our New Era Manlift has many exclusive features and is the very best that can be made.

We also make Hand and Power Elevators, Dumbwaiters, etc. We can please you. Write for descriptive matter and prices.

**SIDNEY ELEVATOR MFG. CO.**  
SIDNEY, OHIO



## WE MANUFACTURE

Success Manlift, Birchard's Standard Fireproof Elevator Boots, Birchard's Distributing Spouts, Success Safety Man Lifts, Cast Iron Turn Heads, Overhead Indicators, Dump Locks and Irons, Blue Annealed Steel Spouting, Flexible Grain Spout (Hastings Special).

We sell Belting, Transmission Rope, Salem Steel Buckets, Wood and Iron Pulleys, Drop Hangers, Pillow Boxes, Set Collars, Shafting, and in fact everything that enters into the machinery construction of grain elevators.

Try Hastings Special Steel Grain Flexible Loading Spouts and Smoke Stacks. Your favors will be appreciated.

**Hastings Foundry & Iron Works**  
Hastings, Nebraska.

## SCOOP-TRUCK

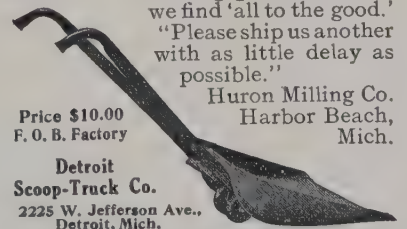
Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.'"

"Please ship us another with as little delay as possible."

**Huron Milling Co.**  
Harbor Beach, Mich.

Price \$10.00  
F. O. B. Factory

**Detroit Scoop-Truck Co.**  
2225 W. Jefferson Ave.,  
Detroit, Mich.



The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

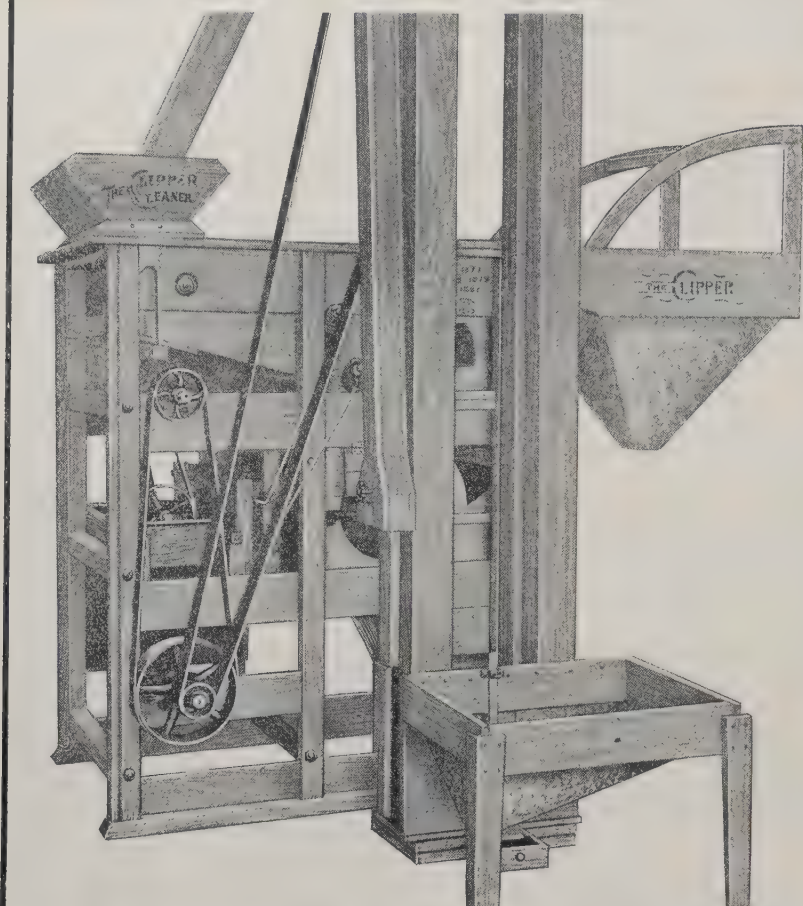
## No. 116 Clipper Cleaner

This machine has Traveling Brushes on the screens, special Air Controller, Settling Chamber and Dust Sack for taking care of the dust and light screenings, two stands of Pony elevators, sink hopper and bagger. The cleaner and elevators are driven from a counter shaft on the lower frame of the cleaner. All belting and pulleys furnished complete as shown in cut.

The seed is dumped into the sink hopper connected to elevator boot and carried up to the feed hopper of the cleaner. The cleaned seed discharges from side of cleaner into the opposite elevator boot and is elevated and sacked. This is all done on one floor.

This is a complete cleaning and elevating outfit and is giving universal satisfaction. This machine has no equal for clover, timothy and all fine seeds. Write for circular giving cuts and full description.

**A. T. FERRELL & CO.**  
SAGINAW, MICHIGAN



# NOTICE

A Complete Line of Our Shellers, Cleaners, Drags, Dumps, Man-Lifts and Repairs will be carried at Enterprise, Kansas, by the Barnard Machinery Co.

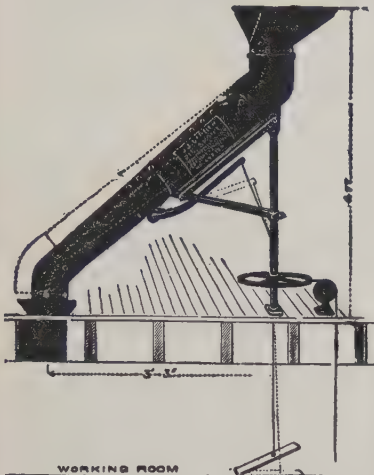
All orders from the West and Southwest will be shipped from this stock. For prices or any information in regard to our line of Machines and Elevator Supplies

### ADDRESS

**The Philip Smith Mfg. Co.**  
SIDNEY, OHIO

**The Barnard Machinery Co.**  
ENTERPRISE, KAN.

## ORDER THE No. 2



## GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

**J. J. GERBER, MINNEAPOLIS, MINN.**

## Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

**The Strong-Scott Mfg. Co.**  
Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

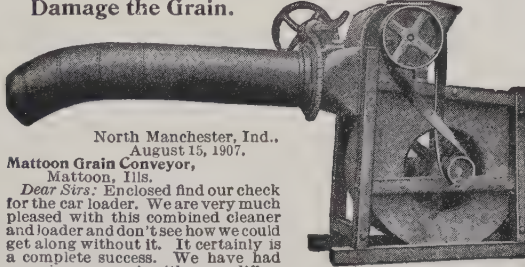
## THE "BOSS" IS EASY TO LOAD



When you are traveling notice the car loaders the elevators you see along the way; also ask the grain dealers you meet what kind of car loaders they have and in a majority of cases you will find there are more of our Boss and King loaders than of all the others combined. The reason for this is not that ours are the lowest in price (although we claim they are the cheapest, everything considered) for there are others which sell for less. It is not because we pay agents the most commission, because they tell us they can get higher commission from others. It is not because we got the start of everyone else, for there were several other concerns making car loaders when we began nine years ago. The reason is that our loaders are easier to install, easier to operate, have larger capacity, require less power for the amount of grain handled, last longer and need fewer repairs than any others. We will be glad to give you the names of people who have used these loaders for eight or nine years and can testify to their durability. The other claims you can prove to your own satisfaction by ordering on trial, as you won't have to pay us anything until you have tested the machine thoroughly and decided to keep it. When writing for prices please state about how many bushels per minute you wish to load. We carry all sizes in stock.

**MAROA MANUFACTURING CO., DEPT. 3, MAROA, ILL.**

The ONLY Car Loader That Will Not Damage the Grain.



North Manchester, Ind.,  
August 15, 1907.  
Mattoon Grain Conveyor,  
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

## COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine that Will Clean and Load at the Same Time.

For Descriptive Circular and Prices — Address:

**Mattoon Grain Conveyor Co.**  
MATTOON, ILL.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.



## WATER PROOFING PAINT

Ever since cement came into general use elevator men who have concrete basements or Boot Tanks have been troubled more or less with moisture. This is now readily overcome by using

## DE RONDE'S A. & W. COATING

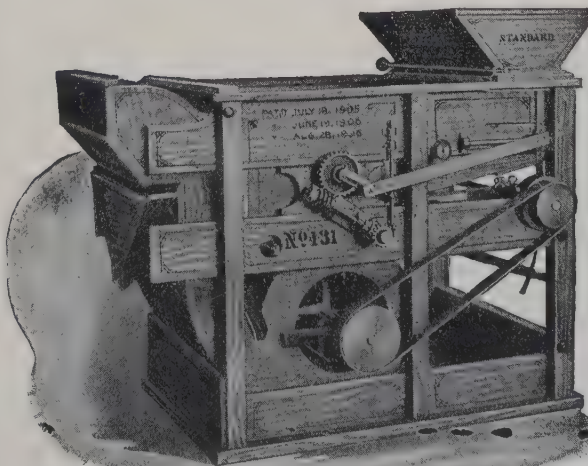
This economical compound is guaranteed to make concrete or wood impervious to moisture, acids or alkalis. It is extremely penetrating and dries quickly. When dry it is absolutely tasteless and odorless.

We are so convinced that DeRonde's A. & W. Coating will do all that we claim that we offer to any reliable concern a free sample so they can make their own tests.

Write for sample and particulars.

**KIELGASS-LEHMAN CO., 208 Kinzie Street, CHICAGO, ILL.**

## What Is the Buyer of Field Seeds Saying?



Many Seed Dealers, if they will only put their ear to the ground, will hear a constant rumble.

This is the groaning of the field seed buyer because he is having so much extra work on account of impure and weedy seeds.

The time will surely come when every seed buyer will demand pure, clean seeds.

Hence, you should write to-day and ask us about

## THE STANDARD SEED AND GRAIN CLEANER

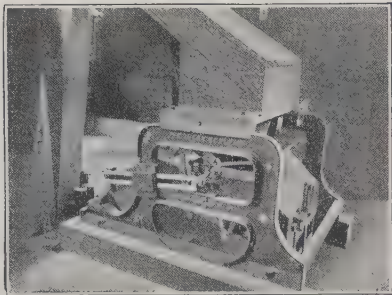
It will save you much trouble and avoid "cussings" from your next season's customers.

It is impossible to tell here all the advantages of this machine but they are fully explained in our catalog which we gladly send free upon request. Write to-day.

**INTERNATIONAL MFG. CO.**

**Crestline, Ohio**

## FIRST



IT  
SPEAKS  
FOR  
ITSELF

## NEW COMPENSATOR

For particulars and other reasons why the  
AVERY SHOULD BE YOUR SCALE  
WRITE TODAY

## AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

## BRANCHES:

New York  
Chicago  
Philadelphia  
Montreal, Can.

Boston, Mass.  
Portland, Ore.  
Sioux City, Ia.  
Winnipeg, Can.

Indianapolis, Ind.  
Kansas City, Mo.  
Minneapolis, Minn.  
San Francisco, Cal.

# A Builder's Testimonial

Chicago, Dec. 29, 1910.

W. H. Salisbury & Co.,  
Chicago, Ill.

Gentlemen:—Our experience with the R. F. and R. F. & C. Belting convinces us that you have eliminated the objectionable features of solid woven belt, in that you have provided a belt that is thoroughly waterproof and free from stretch as any belt can be made, our experience being that there is less stretch in this belt than any other manufactured.

The fact that there are no plies to separate in this belt appeals to us very strongly and we believe that belts of this character will ultimately displace the multiple ply cemented belts.

We have equipped a number of large plants with R. F. and R. F. & C. and gave it maximum service. It has rendered a good account of itself and in every case the very best of satisfaction to our customers.

Yours truly,

(Signed) MACDONALD ENGINEERING CO.  
Per J. A. Macdonald, Pres.

When you are in need of a leg or conveyor belting you should investigate

## "R. F. & C." BELTING

(Rubber) (Filled) (Covered)  
TRADE MARK Registered U. S. Pat. Office

## and "R. F." BELTING

(Rubber) (Filled)  
TRADE MARK Registered U. S. Pat. Office

R. F. and R. F. & C. Belting will hold bucket bolts better than any other belting.

If you want further information about this economical belting, write us.

Every user of this belt is a booster for it.

## W. H. Salisbury & Co. (Inc.)

Established 1855

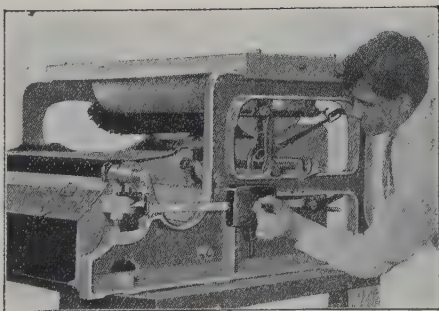
166-168 Wabash Ave.

CHICAGO

## 60-lb. WHEAT and 20-lb. OATS

are weighed with equal accuracy on the

## New Richardson Automatic Scale!!



Adjusting the Richardson Scale  
for varying grains.

Our new suspended grain compensator is adjusted when changing grains, in five seconds, and each draft balances accurately with either 60-lb. wheat or 20-lb. oats.

No other scale can be installed in the head of an elevator because it takes too long to get accurate adjustments, and the grain chokes the leg.

**You can put the Richardson Scale in the head every time.**

No graduation marks to bother one and to cause errors—it's as simple as falling off a log—the dullest brain can understand it and always get it right.

IF YOU WANT THE SCALE THAT WILL DELIVER THE GOODS SPECIFY THE RICHARDSON

## Richardson Scale Company

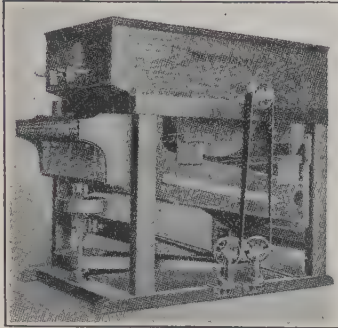
122 Monroe St., CHICAGO, ILL.

6 PARK ROW, NEW YORK CITY

415 Third St. South, MINNEAPOLIS, MINN.

## WOLF

Gyratory  
Receiving Separator



¶ Successfully used everywhere in mills and elevators.

¶ The simple Gyratory Motion is the most effective principle in cleaning grain.

¶ Built for continuous service.

**THE WOLF COMPANY**  
CHAMBERSBURG, PENN., U. S. A.

Established 1880  
**DEMPSTER, ALTONA & CO.**  
MANUFACTURERS  
**STANDARD SCALES**  
601-03-05 Court Ave., DES MOINES, IOWA

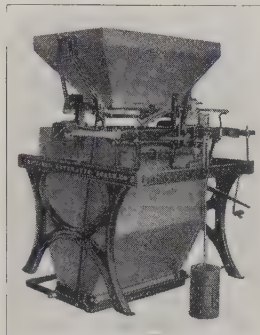
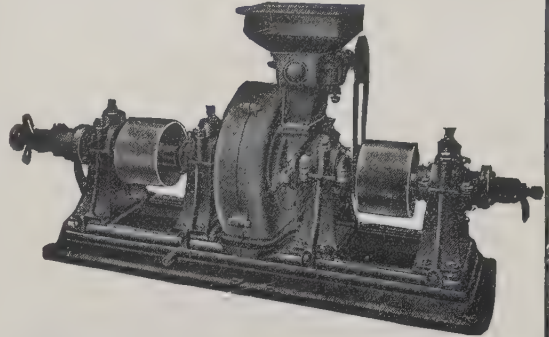
### Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

### Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

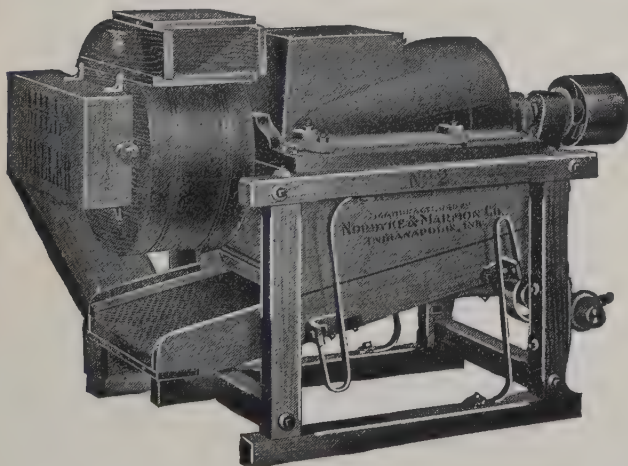
**SPROUT, WALDRON & CO**  
P. O. 260, MUNCY, PA.



### The NATIONAL is Perfect

We don't need additions to perfect our "NATIONAL." Any changes we make merely make it more a marvel of simplicity than it was before. That is why we lead in satisfied users. 60 days free trial. Our prices will surprise you. Write today.

**NATIONAL AUTOMATIC SCALE CO.**  
BLOOMINGTON, ILLINOIS



## MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. • Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

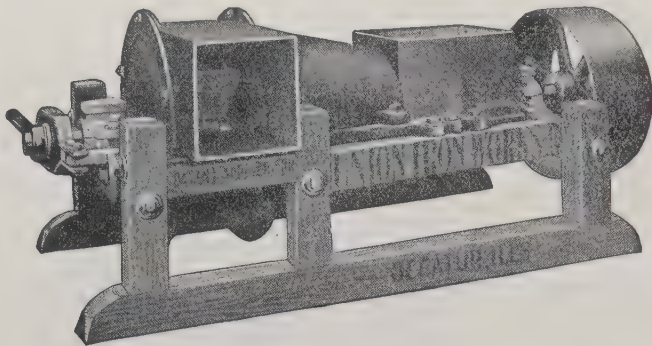
**NORDYKE & MARMON CO.**

America's Leading Mill Builders

Established 1851.

**INDIANAPOLIS, IND.**

### The "Western" Pitless Separate Warehouse Sheller



This combination has solved the problem and lightened the burdens for many Grain Dealers. Why not for you?

There never was a better time to install a pair of machines that will more than pay for themselves in better shelled and cleaned corn each year.

The "Western" Pitless Sheller is durable; shelling parts are all chilled; fan chamber is adjustable, right or left, over or under discharge; puts the corn directly into the leg or boot; no tank or pit required; built in four sizes.

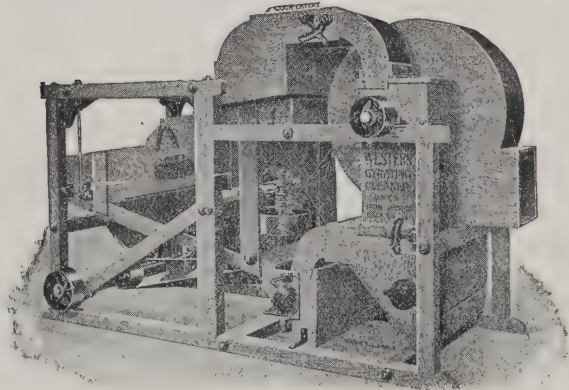
The "Western" Gyrating Cleaner is a popular machine because it occupies less floor space, has greater capacity, less expensive to install, handles corn in any condition, and cleans it perfectly; no vibration; evenly balanced; built in seven sizes.

Write today for Catalog and further particulars

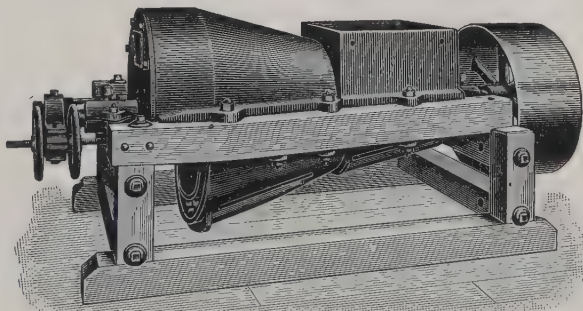
## UNION IRON WORKS DECATUR, ILLINOIS

Complete Stock Carried at  
1221-1223 Union Ave., Kansas City, Missouri

### The "Western" Gyrating Cleaner



## THE UNITED STATES WAREHOUSE CORN SHELLERS



Send for Our Catalog and Get Acquainted

are made in **three** styles, Fan Discharge, Cup Discharge and the STANDARD Discharge.

Our patented "Quick Repair Feature" will be appreciated by you and your waiting customers on some busy day when a rock, brick or hammer goes thru your sheller and breaks a shell or any other casting, as all the castings are easily and quickly interchangeable. We manufacture other money-saving

### Elevator Machinery

and we want to submit our Net Lump Price on your specifications large or small. Write us.

**B. S. CONSTANT CO., Bloomington, Ill.**

## NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

### Speaks for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.  
By J. Z. Keel.

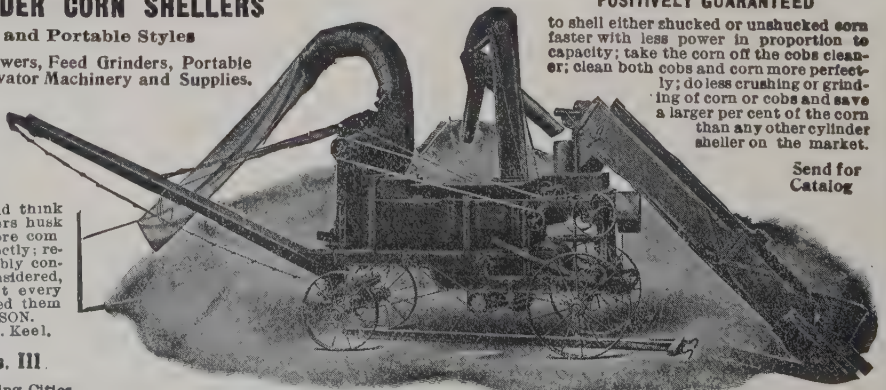
**MARSEILLES MFG. CO. Marseilles, Ill.**

Branch Houses and General Agencies at Principal Distributing Cities.

### POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for  
Catalog

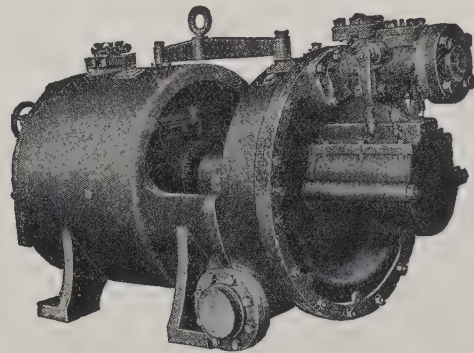


*When electric light is wanted—  
Wherever boilers are used—  
Where electric Central Station service is not available—*



## *The ideal current source is a Curtis Steam Turbine Generator*

No matter where your plant is located or how much or little work it does in a day—it needs electric light. Little planing mills as well as immense plants in the big lumber producing districts have need for the best light



35 KW. TURBINE WITH DIRECT CURRENT GENERATOR

*The best light is electric light—the way to produce it is by means of a Curtis Steam Turbine Generating Set. Great economy—great convenience—great satisfaction—all accompany its use.*

Curtis Steam Turbine Generating Sets are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.

# *General Electric Company*

New York Office:  
30 Church St.

Principal Office, Schenectady, N. Y.

Chicago Office:  
Monadnock Bldg.

Boston, Mass. - - - 84 State Street  
Syracuse, N. Y. - - - Post-Standard Building  
Buffalo, N. Y. - - - Ellicott Square Building  
New Haven, Conn. - - - Malley Building  
Philadelphia, Pa. - - - Witherspoon Building  
Baltimore, Md. - - - Continental Trust Building  
Charlotte, N. C. - - - Trust Building  
Charleston, W. Va., Charleston Nat'l Bank Building  
Pittsburg, Pa. - - - Park Building  
Richmond, Va. - - - 712 Mutual Building

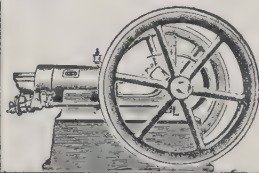
New Orleans, La. - - - Hennen Building  
Cincinnati, Ohio, Perin Building, Fifth and Race Sts.  
Columbus, Ohio, Columbus Savings and Trust Bldg.  
Cleveland, Ohio - - - Citizens Building  
Nashville, Tenn. - - - Stahlman Bldg.  
Detroit, Mich. Majestic Building (Soliciting Agent)  
St. Louis, Mo. - - - Wainwright Building  
Kansas City, Mo. - - - Dwight Building  
Atlanta, Ga. - - - Empire Building  
Butte, Mont. - - - Phoenix Building

Duluth, Minn. - - - Providence Bldg.  
Minneapolis, Minn. - - - Phoenix Building  
Denver, Colo. - - - Kittredge Building  
Salt Lake City, Utah - - - Dooly Building  
San Francisco, Cal. - - - Union Trust Building  
Los Angeles, Cal. - - - Delta Building  
Portland, Ore. - - - Worcester Building  
Seattle, Wash. - - - Colman Building  
Harrison, N. J. - - - (Main Lamp Sales Office)

## YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

### WITTE GAS & GASOLINE ENGINES



The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

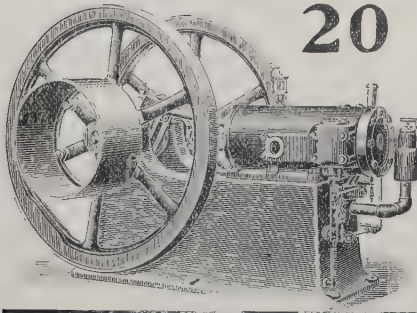
#### GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

**WITTE IRON WORKS CO.**  
526 West Fifth St., Kansas City, Mo.



## 20 Years' Trial



For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

#### PROVES ITS SUPERIORITY

These engines are built for long service.

In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

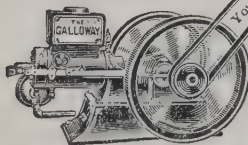
**J. Thompson & Son Mfg. Co., Beloit, Wis.**

## \$50 TO \$300 SAVED

We are manufacturers, not merchants. Save dealers, jobbers and catalog house profit. I'll save you from \$60 to \$300 on my High Grade Standard Gasoline Engines from 2 to 22-H.-P.—Price direct to you lower than dealers or jobbers have to pay for similar engines in carload lots for spot cash.

### GALLOWAY

Price and quality speak for themselves and you are to be the sole judge. Sell your poorest horse and buy a **5-H.-P. only \$119.50**



Direct From My Factory on 30 Days' Free Trial. Satisfaction or money back. Write for special proposition. All you pay me is for raw material, labor and one small profit. Send for my big **BOOK FREE.**

Wm. Galloway, Pres.  
Wm. Galloway Co.  
1315 Galloway Station  
Waterloo, Iowa

## BOWSHER

(Sold with or without Elevator)

**CRUSH** ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

### LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsheer Co.  
South Bend, Indiana

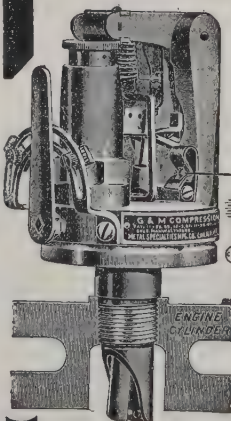


## FEED MILLS

## The Value

of an "ad" is not measured by what it costs but by what it pays the advertiser.

## G. & M. Compression Igniter Special Price Next 30 Days A Revelation in Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in place of your jump spark, hot tube, or mechanical make and break igniter.

**We Can Save You Money**

by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

Other results are; easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

#### LIVE AGENTS WANTED

For particulars write sole manufacturers

**METAL SPECIALTIES MFG. CO.**

427-441 W. Randolph St., Chicago, Ill.

# FOOS Gas Engines

are economical

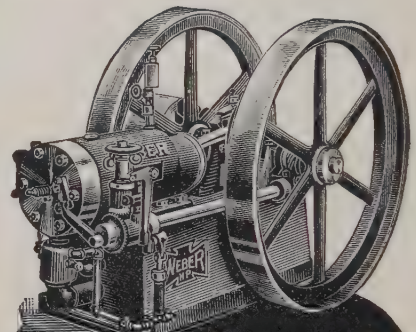
For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

**The Foos Gas Engine Co.**  
Springfield, O.



## The Engine of Reliable Records

Getting the most engine for your money does not mean buying the cheapest—it is a matter of securing an engine that will give reliable results year in, year out—the speed must be steady and uniform—absolute interchangeability of parts assured—actual power must equal rating. Every requirement of the miller who wants a simple, reliable, powerful engine is met by the

## Weber

### Gas or Gasoline Engine

Some of its special features are—underground gasoline reservoir for main gasoline supply—gasoline pump, pumping supply to engine; surplus returning to reservoir—electric igniter—heavy and rigid construction (see cut)—a perfect control governor by which the operator can change speed instantly—all parts easy of access and guaranteed interchangeable.

Sold Under Our Absolute Guarantee

We make a specialty of heavy duty, distillate or producer gas engines, 50 to 400 h.p., especially adapted to generating power for millers—operates at very low cost—cost of power for milling one barrel of flour 2 1-2c—fewer working parts than any other—design and workmanship of highest order

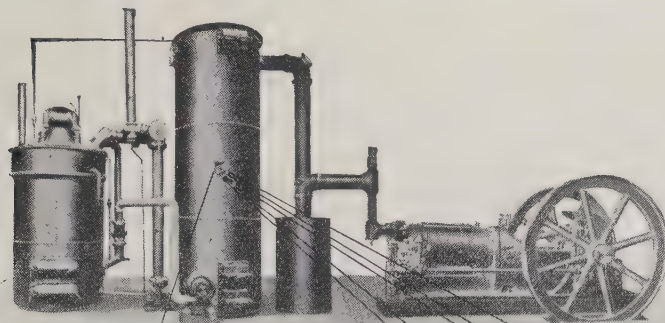
Write today for our new handsomely illustrated catalog fully describing the Weber Engine.

Sheffield Gas Power Co.  
134 Winchester Place Kansas City, Mo.

Let it  
Furnish Power  
for You

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



UNITED STATES

GERMANY

FRANCE

AUSTRIA

FIRST REASON

## Why OTTO Products are cheapest

### "OTTO" SUCTION GAS PRODUCERS AND ENGINES FOR FLOUR MILLS AND OTHER LARGE PLANTS

represent the product of the best mechanical brains obtainable on both continents devoted exclusively to the development of gas power. ¶ By the individual and united efforts of the allied factories in Germany, Austria, Italy, France, Denmark and the United States we are enabled to offer the milling trade the most economical and reliable power that can be obtained. ¶ As evidence, we submit herewith one of the many testimonials we have received.

THE REPLOGLE CO., Merchant Millers, Red Oak, Iowa

Otto Gas Engine Works, Philadelphia, Pa.

Gentlemen: We installed one of your 90 h. p. Gas Engines and Gas Producers last spring and have been pulling our 150 bbl. mill and our Elevator with it since April 1st, 1908. We run from Monday morning until midnight Saturday night without stopping and find it a very satisfactory as well as economical power. Our average consumption of pea coal is about one and a quarter pounds per horse power per hour, including the coal used over Sunday when the plant is not running.

Yours truly,

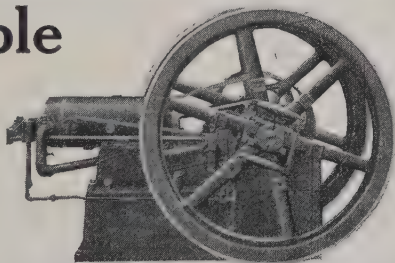
THE REPLOGLE CO., Lee Nagle.

¶ This is only one, selected because of its brevity, hundreds of others tell a far more interesting story and all unite in stating that the "Otto" outfit has solved their power problems. ¶ Glad to send information and quote prices. In writing state capacity of plant, H. P. of engines now used or contemplated to be used.

THE OTTO GAS ENGINE WORKS, 3213 Walnut Street, PHILADELPHIA, PA.

Chicago, Boston, New York, Pittsburg, Detroit, St. Louis, Omaha, Kansas City, Minneapolis, New Orleans, Indianapolis, San Francisco.

## Dependable Power Always On Tap



Elevator and mill men who own I. H. C. gasoline engines have good, steady, economical power ready wherever they are. Close a switch, open the first valve, give the fly wheel a turn and away she goes—and keeps going till you cut the fuel off. But ever-readiness and simplicity are not the only advantages of I. H. C. engines. They cost less while running and run for more years than others. Choose one of the

## I H C Gasoline Engines

if you want the best and most economical engine service. You can't make a mistake. There is an I. H. C. exactly suited to your needs. 1 to 25 horse power, vertical or horizontal, stationary or portable, mounted on skids or trucks. Tractor Engines in suitable sizes. See the local International agent about the size and style you are most interested in or write us for catalogue.

## International Harvester Company of America

(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A

## BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN TABLES, SHIPPING BOOKS, CIPHER CODES, GAS ENGINE BOOKS, ETC. Tell your wants to

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

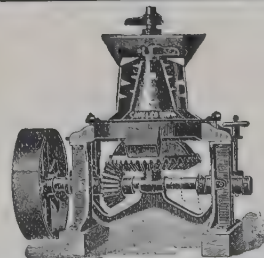
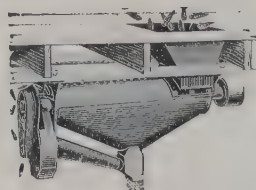
## YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the

GRAIN DEALERS JOURNAL

## Triumph

Corn Sheller  
and Crusher



THE C. O. BARTLETT & SNOW CO.  
CLEVELAND, OHIO, U. S. A.

**GRAIN DEALERS JOURNAL**  
255 La Salle St. Chicago, Ill.

# Grain Dealers Journal

## OF CHICAGO

**GRAIN DEALERS JOURNAL**  
255 La Salle Street, CHICAGO, ILL.

**GRAIN DEALERS COMPANY**  
255 LA SALLE ST. CHICAGO, ILL.

Form 321. Manufactured and Sold by GRAIN DEALERS JOURNAL, Chicago, Ill.

# RECEIVING AND STOCK BOOK

[illegible]

Manufactured and Sold by GRAIN DEALERS JOURNAL, Chicago, Ill. Form No. 12 AA

Top of page from Form 321. Rulings of original are in three colors

[illegible]

Top of left hand page Form 385. Rulings of original are in three colors.

FROM.

[illegible]

Top of right hand page Form 385. Rulings of original are in three colors.

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, **\$1.50.**

255 La Salle St. Chicago, Ill.

is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on "Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday, 1913." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30; 11:30 and 12:30 and the close, as well as the closing price the previous week.

As a handy reference record of market prices it has no equal. Each sheet is 9½x9½ inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply. Order Form 97A, price 75 cents.

255 La Salle Street CHICAGO, ILL.

## FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom youship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

255 La Salle Street, Chicago, Illinois

# THE TALK OF THE TRADE

## The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

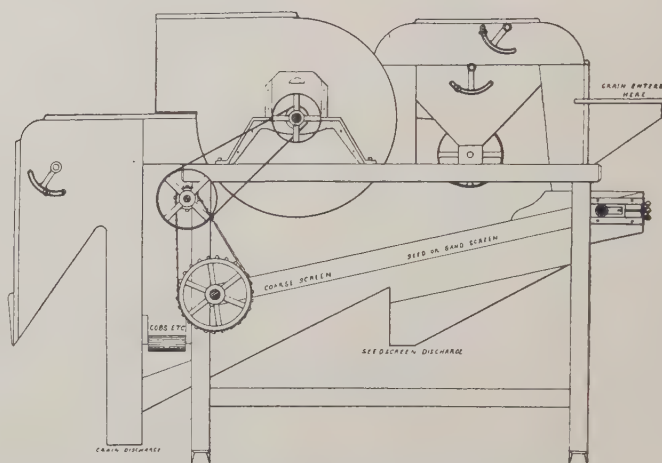
Some of its advantages over other cleaners are:

- The screens are motionless—stationary.
- They have absolutely no vibration.
- Nor does any part of the machine shake or vibrate.
- It requires no bracing, either at first or at any future time.
- It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.
- Its capacity is practically unlimited.
- The grain is carried upon the screens by traveling rods.
- These rods run slow.
- They drag large foreign material over the end of the screen.
- They keep the openings in the screen open *all the time*.
- It is *impossible* for the openings to clog up.
- There are *no eccentrics* about the machine.
- It never has to be balanced.
- The bearings will run years without attention.
- It relieves you of all worry about balancing, babbitting, screen cleaning, etc.
- It can be built to discharge grain at the feed end or at the discharge end.
- It can be built to occupy same space your present cleaner occupies.
- It will fit under almost any elevator turn head.
- The fan can be placed in front, at one side, or on top.
- It saves time, repairs and trouble at critical moments.

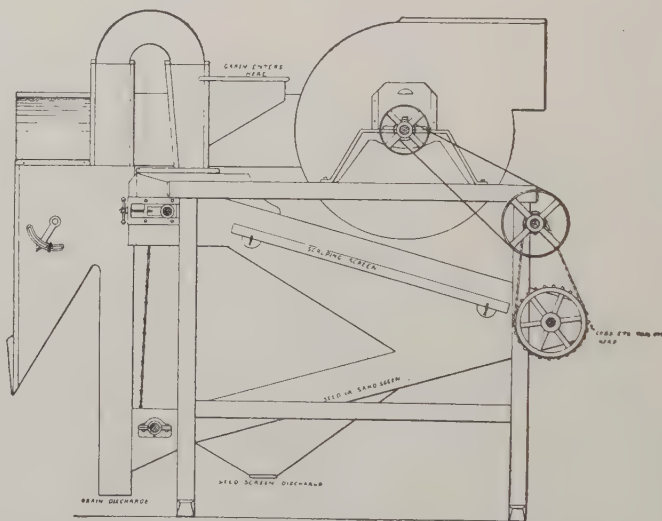
Further particulars upon request.

Manufactured exclusively by

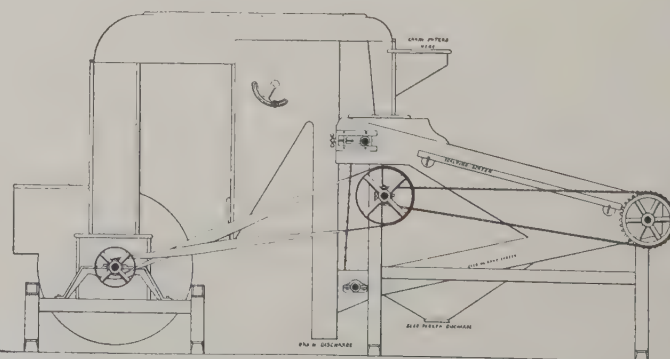
**The Beall Improvements Co.**  
DECATUR, ILL.



As built above the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.

# "Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

## MACHINES FOR SALE.

15 H. P. ENGINE AND OTTAWA D. sheller in good working order. Cheap. Steven de Vries, Panola, Ill.

ONE 12 FT. CONVEYOR, 9 in. diameter, complete, brand new. Will sell at a bargain. Address W. O. Woods Grain Co., Liberal, Kans.

NO. 7 MONITOR OAT CLIPPER for sale. Fine condition; \$75. New two high feed roll 9 x 18. \$175. Address A. D. Hughes, Laketon, Ind.

25 H.P. GAS ENGINE. French Burr Chopper, cob crusher and elevators for sale. As good as new. J. W. Grumbling, Blairsville, Pa.

BARLEY SEPARATOR FOR SALE. A No. 9 Monitor Huntley barley separator. Capacity 800 bus. per hour. Practically new. Robert Downey & Co., Oswego, N. Y.

ONE NO. 2 BOWSER FEED MILL—Nearly new. One set controllable dump irons, cheap. A. D. Stanford, Bardolph, Ill.

BOWSER FEED MILLS. A 10% discount on brand new mills, small sizes only. We have some roller feed mills second hand. Harris Machinery Co., Minneapolis, Minn.

ELEVATOR AND FEED MILL for sale. New 9 h.p. gasoline engine, corn sheller, Kaestner Burr corn belt grinder. Good location. Address J. Y. Box 8, Grain Dealers Journal, Chicago.

24 INCH MONARCH ATTRITION MILL with drive and belt complete for sale. In good running condition. Will sell at a bargain. Address C. E. D., Box 7, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE—One No. 2 Russell saw mill, one Birdsell clover huller, one 55 H. P. Atlas engine, one 70 H. P. Atlas boiler, fire-box pipe. All in good repair. Jas. F. Umpleby, Pana, Ill.

CARPULLER—One 10 carload capacity carpuller, jaw clutch, self containing drum, used very little. One Clarks single automatic power shovel, good as new. Ottawa Elevator Co., Ottawa, Minn.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

EUREKA COMBINED CLIPPER and cleaner for sale. No. 28, capacity 200 bu. per hour; only run short time; took out to install larger. Also No. 12 New Holland feed mill. Address Texas-Okla. Grain Co., Box 608, Vernon, Texas.

SECOND - HAND FOR SALE. — Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alflee, belt drive; 1-7"x15" Alflee 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

## STEAM ENGINES—BOILERS.

20 H. P. STEAM ENGINE, 60 h. p. boiler for sale. Will sell separately or together. J. T. Kenny & Co., St. Paul, Minn.

ENGINE AND BOILER for sale. Good ones, big ones, practically new. Will sell together or separately. Write Denison Mill & Grain Co., Denison, Texas.

FOR SALE—1-40 H. P. rebuilt Frost Manufacturing Company engine, 1-50 H. P. Fairbanks & Morse boiler, one 16 inch 65 foot smoke stack; all in good repair and guaranteed. For sale very cheap for cash. Will sell each separately. Outfit good enough for any new elevator. F. A. Vant, Talbot, Ind.

## FOR SALE—MACHINERY.

GAS ENGINES—One 100 h.p. New Era, practically good as new; one 100 h.p. Callahan, new cylinder, rebuilt; one 50 h.p. Callahan, new cylinder, rebuilt; one 50 h.p. Ft. Wayne.

STEAM ENGINES—One 15 h.p. Leffel; one 25 h.p. Erie City portable outfit; one 30 h.p. Erie City portable outfit; one 40 h.p. Atlas slide valve, rebuilt; one 50 h.p. Atlas automatic; one 60 h.p. Russell.

BOILERS—We carry a complete line of vertical boilers, to 50 horse, fire box boilers to 100 horse, and horizontal return tubular boilers of all sizes to 150 horse. Let us have your inquiry. Columbus Equipment Co., 490-520 Neilston St., Columbus, Ohio.

## REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 13x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated LEADER INJECTORS and JET PUMPS. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

## MACHINES FOR SALE.

SEPARATOR FOR SALE. No. 5 Eureka dustless grain separator. A bargain. Illinois Wrecking & Lumber Co., 1320 No. Halsted, Chicago, Ill.

## MACHINES WANTED.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

## GASOLINE ENGINES.

SECOND HAND GAS AND gasoline engines, 3 to 25 H. P. Get our list and prices. Christensen Engineering Co., Milwaukee, Wis.

18 H. P. LEWIS GASOLINE ENGINE in first class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

A NEW ERIE DAYTON GAS ENGINE for sale. 80 h.p., almost as good as new. Cheap. Guaranteed to be in good condition. Address Quinby Climer, Chillicothe, Ohio.

MACHINES not in use can quickly be sold by an advertisement in the "Machines For Sale" column of the Grain Dealers' Journal, Chicago, Ill.

50 H.P. OTTO GAS PRODUCER power complete, suitable for mill or electric light plant, for sale at a sacrifice. Almost new. Address Crab-Orchard Lumber Co., Crab Orchard, Nebr.

ONE 32 H. P. FAIRBANKS-MORSE gasoline engine. A1 condition. Can be seen running at our plant every day. Price for quick sale, \$500. Dazey-Moore Grain Co., Ft. Worth, Texas.

GASOLINE ENGINES. A 6 h.p. Lewis, a 15 h.p. Thompson-Lewis, a 20 h.p. Model and a 50 h.p. Joy Special. Engines in perfect running order, guaranteed condition. Prices way down. Harris Machinery Co., Minneapolis, Minn.

TWO NATURAL GAS FAIRBANKS MORSE ENGINES for sale. One of 28 and the other of 44 h. p. These engines are in first class condition in every respect and from a recent test the 44 h. p. developed 53 h. p. and the 28 developed 28.27 h. p. Address Barker, Brown & Co., Huntington, Ind.

## ENGINES FOR SALE.

3 H. P. Backus gas engine.  
3 H. P. McMullin Gasoline engine.  
15 H. P. Nash gas engine.  
16 H. P. Otto gas engine.  
50 H. P. Miller gas engine.  
50 H. P. Olds gasoline engine.  
All the above are in fine condition and were taken in trade by us for electric motors. Gregory Electric Co., 16th & Lincoln Sts., Chicago.

## GASOLINE ENGINES FOR SALE.

30 H.P. Nash.  
25 H.P. Columbus.  
25 H.P. Fairbanks Morse.  
22 H.P. Fairbanks Morse.  
15 H.P. Fairbanks Morse.  
12 H.P. Fairbanks Morse.  
6 H.P. Fairbanks Morse.  
4 H.P. Fairbanks Morse.  
12 H.P. International Howe.  
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## GASOLINE ENGINES FOR SALE.

2 H. P. Foos Jr., good condition....\$ 65.00  
4 H. P. Olds, good condition..... 90.00  
3 H. P. Webster, good condition.... 60.00  
3 H. P. Field, used one year..... 95.00  
4 H. P. Field, used 60 days..... 105.00  
8 H. P. White & Middleton, good as new ..... 200.00  
10 H. P. Nichols & Shepard traction engine, perfect condition..... 200.00  
12 H. P. Otto gas, good condition.. 200.00  
16 H. P. Vertical Marinette ..... 200.00  
Allen P. Ely & Co., Omaha, Nebr.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

**ELEVATORS FOR SALE.**

**GRAIN ELEVATOR FOR SALE.** Capacity 10,000 bushels. Easy pay. Address Lock Box C, Ottawa, Ohio.

**ELEVATOR IN SOUTHERN MINN.** for sale. Doing a good business. For full particulars address Box 636, Worthington, Minn.

**20,000 BU. ELEVATOR** and corn mill for sale. Outlook for immense crop. Death in family reason for selling. Write for particulars. Lorenz & Geis, Cordell, Okla.

**NO. DAK. GRAIN ELEVATOR** for sale. 45,000 bu. capacity on Soo line. Good town, big territory. A good business. Address Box 15, Harvey, N. Dak.

**IND. ELEVATOR 30 M.** capacity for sale. Price right. Well located and a good business. Address M. M., Box 7, Grain Dealers Journal, Chicago.

**EASTERN IND. OR WESTERN OHIO.** Elevator and coal business for sale. No competition. Good opening. For particulars address Box 84, Richmond, Ind.

**ELEVATOR IN S. DAK.** for sale or trade in best grain and corn section of state. No competition. For further particulars and reason for selling address R. A. N., Box 5, Grain Dealers Journal, Chicago.

**FOR SALE—BANTRY, N. DAK.** 25,000 bus. capacity cribbed elevator in first class shape and dwelling house. Sell both or separately. Stair, Christensen & Timerman, Minneapolis, Minn.

**CENTRAL ILL.** 65,000 bu. capacity cribbed elevator in Cen. Ill. in best grain section of the State. Price \$10,000. Address C. B., Box 8, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR, GENERAL STORE AND** dwelling for sale. Also two elevators. No competition. One elevator good feed business in connection. All good points. Address J. W., Box 7, Grain Dealers Journal, Chicago.

**IOWA.** Elevator and feed business in Iowa town of 6,000 inhabitants for sale. Thoroughly equipped, cribbed building of 30,000 bus. capacity. Address J. H. S., Box 8, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR IN CENTRAL IOWA** for sale. Well located, doing a good business, grain, flour, feed and seeds; with or without implements. No trades wanted. Address B. L. C., Box 8, Grain Dealers Journal, Chicago.

**SOUTHERN MINNESOTA.** Three elevators for sale in So. Minn. on the Chicago-Northwestern road, together with large established coal trade. Capacities from 20,000 to 30,000 bus. each and are in fine condition. Good reasons for selling. Address C. E. M., Box 7, Grain Dealers Journal, Chicago.

**KANSAS ELEVATOR FOR SALE.** 10,000 bu. capacity. Located on Mo. P. R. R. & U. P. transferred. Wheat and corn belt, handles 100,000 bu. annually. No competition. Only elevator, town population 500. About 85% of crop in farmers hands. 60 days grace sale. Answer quick, snap. Address M. P. T., Box 2, Grain Dealers Journal, Chicago.

**FOR SALE.** In order to dissolve partnership, we offer for sale our grain, cotton and coal business consisting of four modern elevators and two well equipped, practically new cotton gins, coal sheds, etc. They can all be handled from central point, and all have large fine wheat, corn, oats and cotton territory in the best part of Oklahoma. These plants can be sold as a whole or separately. Address Pearson & Hayton, Marshall, Okla.

**ELEVATORS FOR SALE.**

**ELEVATOR IN IOWA** to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

**ELEVATOR FOR SALE** at Haverhill, Iowa, doing good business. Good reason for selling. C. C. Holdgraef.

**MILL & ELEVATOR** in Central Indiana. First class location. Address Central Indiana, Box 2, Grain Dealers Journal, Chicago.

**ELEVATOR AT BENTON, KANSAS,** for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

**IF YOU ARE SEEKING A BUSINESS** write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

**FOR SALE, ELEVATOR** at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

**11,000 BU. GRAIN ELEVATOR** on the C., R. I. & P. Ry., in southern Nebr., for sale. A 200 car station. One competitor. Write V. B. & S. Box 3, Grain Dealers Journal, Chicago.

**ELEVATOR AT SMITHFIELD, NEBR.,** on right of way on B. & N. R. R. for sale. 20,000 capacity. Has Fairbanks automatic weigher in the house and steel wagon scales. For further information address J. French, University Place, Nebr.

**OWING TO POOR HEALTH** will sell my elevator, feed mill and home in central Wisconsin. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

**NEW ILLINOIS ELEVATOR** of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

**NORTH DAKOTA.** Modern 30 M. elevator and coal business on Great Northern Road for sale. One of the best points in No. Dak. Good reason for selling. Address N. D., Box 6, Grain Dealers Journal, Chicago.

**NORTHERN INDIANA** elevator, mill and coal yard for sale. No opposition. Town of 1,200, three railroads, in best farming country in the world, land selling \$150 to \$200 per acre. Will consider part land in trade. Address N., Box 295, Grain Dealers Journal, Chicago, Ill.

**15,000 BU. ELEVATOR AND COAL** business for sale. Only elevator and coal business in town. Good grain country surrounding. Doing a good business; located on Big 4 R. R. 12 miles east of Bellefontaine, Ohio. Everything first class. Price \$6,500. Address E. C. Brungard, Big Springs, Ohio.

**TWO 45 M. BUS. CRIBBED ELEVATORS** located in central part of N. Dak. for sale. Elevators are sixteen miles apart in good business towns, doing a good business. Modern machinery, good cleaning facilities. Good reason for selling. Will sell either or both houses. Address H. B. H., Box 5, Grain Dealers Journal, Chicago.

**A 35M ELEVATOR** located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200 M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal.

**ELEVATORS FOR SALE.**

**CENTRAL N. DAK.** New 1909 35 M. bu. elevator, Cen. N. Dak. Good for 75,000 bu. annually; at actual cost. Address W. C. Peterson, 402-8 St. South, Fargo, N. Dak.

**CENTRAL ILL.** Elevator, grain, live stock and seed business for sale in corn and oats belt in Central Ill. Address M., Box 8, Grain Dealers Journal, Chicago, Ill.

**FOR SALE—A good line of elevators** in North Dakota, South Dakota and Minnesota. For full particulars address M. O. R., Box 7, Grain Dealers Journal, Chicago.

**CENTRAL ILL.** Two good elevators in central Ill. corn belt for sale or might trade for good land. Address Cornbelt Elevator, Box 8, Grain Dealers Journal, Chicago.

**CENTRAL IOWA.** For sale—two modern cribbed elevators in town of 1,500 in Cen. Ia. Located on different railroads. Extra good coal and feed business in connection. Good competition. Address Box 35, Traer, Iowa.

**INTEREST IN GOOD PAYING** line of elevators for sale in Southern Minn., Northwestern Iowa and Eastern So. Dak. Will sell stock in proportion to the amount you have to invest and give a position at a good salary. Write for particulars to Mill, Box 8, Grain Dealers Journal, Chicago.

**ILLINOIS.** 22 M. capacity crib elevator for sale in best corn, oats and wheat belt in Illinois. Handles 250 to 300 M. bu. yearly. No competition within six miles. Splendid territory. Good reasons for selling. Address F. R. K., Box 8, Grain Dealers Journal, Chicago.

**ELEVATOR** for sale. One of the best money making grain elevators; located on two trunk line railroads; very choicest corn land surrounding and ships more than 100,000 per annum. A big bargain. Act quick. Address Tri-State Elevator Co., Hicksville, Ohio.

**WESTERN IOWA.** 25,000 bu. up to date cribbed elevator for sale. Hopper bins; own ground. Best location at station; handles 600,000 bu. annually. Price \$9,000. Trade considered for So. Dak. land. Address D. E. N., Box 8, Grain Dealers Journal, Chicago.

**WESTERN OHIO.** Modern 15 M. bu. elevator, grain, flour, feed and coal business in western Ohio on Big 4 Ry. for sale. Handles 100 M. bus. grain and 600 to 800 tons coal annually. Will sell cheap if taken soon. Worth the money. Address Ohio, Box 8, Grain Dealers Journal, Chicago.

**IOWA. FOR SALE OR EXCHANGE** for land, a 45,000 bu. cribbed elevator with coal, tile and feed, located in the central part of Iowa, handling about 150,000 bu. grain annually. This is a money maker and worth the money. Price \$10,000. Address H. O. L., Box 8, Grain Dealers Journal, Chicago.

**FOR SALE OR EXCHANGE** for good land, an elevator doing a good business in grain, coal, flour and cement. Located on the C. & E. I. in splendid farming country. Will include modern 8 room residence if desired. If interested, write for details. This is a good proposition and will bear close investigation. Address Box 41, Stone Bluff, Ind.

**ELEVATOR FOR SALE.** You can buy a good elevator with two corn cribs in a large farming territory in state of S. Dak. on G. N. road; only two elevators in town. We also do a good business buying hogs and cattle. No competition. Poor health, retiring from business is reason for selling. Address South, Box 1, Grain Dealers Journal.

## ELEVATORS FOR SALE.

**S.W. MINN.** Good cribbed elevator, capacity 18,000 in good town S. W. Minn. for sale. Address Box 594, Luverne, Minn.

**SOUTHWEST MISSOURI.** Elevator and 50 to 60 bbl. mill for sale in one of the best towns in S. W. Missouri. Good terms. Postmaster, Sheldon, Mo.

**KANSAS.** 7,000 bu. capacity elevator for sale. Only elevator in town of about 800 in Jewell Co., Kans. Best corn country on earth. Reason for selling have other business. Price \$2,800. Address B. U. R., Box 8, Grain Dealers Journal, Chicago.

**SOUTHERN KANS.** 10,000 bu. elevator on A. T. Ry. for sale at a bargain. One of the best towns and grain centers in So. Kans. Corn sheller, corn wheat cleaner, weigher, all in good condition. Address D. & K., Box 8, Grain Dealers Journal, Chicago, Ill.

**ORLEANS, HARLAN CO., NEBR.** Steam elevator, dwelling and eighteen acres of ground for sale. Elevator is equipped to shell corn and handle all kinds of farm products easily. Address inquiries to Sandford Richards, Orleans, Nebr.

**NASHVILLE, TENN.** For sale, one of the best equipped elevators, latest modern machinery, located at Nashville, Tenn., one of the best shipping points to the South. Elevator has 50,000 bus. capacity, warehouse 100 car capacity, plenty of trackage, centrally located for city business and shipping. Rucker, Cartwright & Kennedy, Nashville, Tenn.

**ELEVATOR AND MILL** for sale. 100-barrel mill in best spring wheat territory of the northwest, with 12,000 bu. elevator attached. Mill is in splendid condition; runs steady the year around and is a money maker. Town markets 750,000 bus. of grain yearly. Owners have made a competence and wish to retire. Address F. R. T., Box 8, Grain Dealers Journal, Chicago.

## ELEVATORS WANTED.

**ELEVATOR IN CENTRAL ILL.** wanted which handles not less than 250,000 bu. annually. Address R. O. H., Box 7, Grain Dealers Journal, Chicago.

**ELEVATOR WANTED** in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

**WANTED—ELEVATOR** handling 200,000 bus. or more, or good lumber yard or both combined. Address W. A. N., Box 8, Grain Dealers Journal, Chicago.

**ELEVATOR NORTH OR WEST OF** Lincoln, Nebr., on Burlington R. R. wanted. State fully capacity and price. Address G. D. E., Box 7, Grain Dealers Journal, Chicago.

**IF YOU WANT TO BUY** an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

**WANTED ELEVATORS** in good farming territory located in Western Iowa, S. Minn. or So. Dak. in towns where there are no farmers elevators in operation. What have you to offer for cash? Address Lewis Hunt, Ocheyedan, Iowa.

**GOOD ELEVATOR IN OHIO OR Indiana** wanted. Handle 100,000 bus. or better. No objection to good side line. Will pay cash for a plant that is right and a good business. Address L. M. F., Box 5, Grain Dealers Journal, Chicago.

## LAND FOR SALE.

**FOR SALE IN EASTERN KANS.**—200 acre improved farm. Bargain. Address Box 329, Kingfisher, Okla.

## ELEVATOR BIDS WANTED.

**BIDS** will be received until ten o'clock a. m., Monday, May 16th, 1910, at the office of the Secretary of the Eastern Montana Elevator Company, at Glendive, Montana, for the construction of a complete fifty thousand bushel elevator, on the Northern Pacific Right of Way, at Glendive, Montana. Elevator to be of crib construction, not less than fourteen bins, and including a cleaner and a ten H. P. motor to operate the same, and a suitable motor for operating elevator. All walls and roof to be covered with galvanized iron. All material to be first-class. Either General Electric, Western Electric or Westinghouse Motors to be used. Each bidder to furnish plans and specifications with bid. The Company reserves the right to reject any and all bids. Eastern Montana Elevator Company, Per Geo. W. Haskell, Secretary.

## ELEVATOR BROKERS.

**WRITE US** if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

**GRAIN ELEVATORS FOR SALE.** I have a good line of grain elevators located on the different railroads in Nebraska and Northwestern Kansas and will be glad to quote price on any one or all of them, together with detailed statement. If interested, write me. J. W. Hiler, Elevator Broker, Sheldon Block, Lincoln, Nebr.

**GOOD LINE GRAIN ELEVATORS IN IND. AND OHIO** for sale. Will be glad to quote prices on all or any one of them, together with detailed statements. Also have parties who wish to buy. Am located in the best territory for a grain business in the state of Ind. Write me if you wish to buy or sell. J. D. Chancellor, Broker, Fowler, Ind.

**ELEVATORS FOR SALE.**—One bargain counter at \$6,000, just reduced from \$7,500 on Big 4 Ry., Ills. The best \$12,000 bargain in Ind. L. E. & W. Ry. ships 260,000 bus. corn and oats 1909 crop, conditions right, must hurry to get it. Great bargain W. Ind. Wabash Ry. \$9,000, will shade if quick for best reasons, good house, ships 150,000. 500 others all kind and prices. Buy an elevator of John A. Rice, Broker, Frankfort, Ind., and never go wrong.

## Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange  
MILLS AND ELEVATORS

## BUSINESS OPPORTUNITIES.

**MEMBERSHIP** on Peoria Board of Trade for sale. Address Membership, Box 8, Grain Dealers Journal, Chicago.

**GRAIN AND COAL BUSINESS** handling over 100,000 bus. grain and 1,200 tons of coal for sale. Central Iowa. Address G. & C., Box 4, Grain Dealers Journal, Chicago.

**CAPABLE MAN** 35 years old, experienced in grain trade, wants situation with broker or dealer. Would invest \$3,000 to \$4,000. Address A. M. B., Box 8, Grain Dealers Journal, Chicago, Ill.

**EASTERN ILL.**—For sale, or will exchange for good land, the exclusive grain, coal, lumber and bank business in small town in Eastern Ill. A money maker. Address H. A. R., Box 5, Grain Dealers Journal, Chicago.

**FOR SALE—SOUTHEASTERN NEBR.**—One of the best paying coal, ice, flour and feed business. Paying better than \$2,500 per year; owner has too much other business. Investment about \$4,000. City of 4,000; splendid schools, seven churches. Will exchange for land or country elevator doing good business. Address C. L., Box 8, Grain Dealers Journal, Chicago.

**WHOLESALE AND RETAIL GRAIN** and seed store and warehouse for sale. Thoroughly equipped with seed and grain cleaning mills; twenty-one miles east of Hamilton on the T. H. & B.; price \$4,000 if sold quickly; will pay for itself every year; proprietor obliged to sell owing to ill health. James Murray, Box 83, Smithville, Ont.

**FOR SALE, RENT OR TRADE FOR LAND,** general feed, grain, seed and hay business in growing town located in best farm, stock, dairy and mining section of Southwestern Wis. Splendid business, no competition. Elevator with modern equipment. Reason for selling, other business connections. Address W. F. A., Box 7, Grain Dealers Journal, Chicago.

**FLOUR AND FEED BUSINESS** for sale. Property consists of new electric power feed mill, warehouses, two large sheds for farmers' horses, good eight room dwelling, fine large lot. Located on the principal business street. A splendid opportunity to engage in either milling or lumber business. Can show that this is a paying business proposition. Address A. J. Barber, Boonville, N. Y.

## MILLS FOR SALE.

**SUN FLOUR MILL FOR SALE.** 50 bbl. sun flour mill, manufactured by the Montpelier Cup & Metal Works of Montpelier, Ind. This is a new mill which they installed for me the past year, and I will sell it for 50% of what it cost me. T. Costello, Penn Yann, N. Y.

## GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen—Enclosed find One and  $\frac{50}{100}$  Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

.....bus.

State.....

**HELP WANTED.**

**EXPERIENCED ELEVATOR MAN** wanted. Good wages. Address G. R. E., Box 8, Grain Dealers Journal, Chicago.

**WANTED—WESTERN KANSAS**—An experienced grain man to take charge of country elevator. State age, experience and salary expected. Address The Salina Produce Co., Salina, Kans.

**WANTED—SEVERAL YOUNG MEN**—Preferably with some experience in grain, as samplers in large market. Apply with full particulars, age, experience and references to X. Z., Box 8, Grain Dealers Journal, Chicago.

**EXPERIENCED HELP**, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

**WANTED—A MAN BY JULY 1, 1910**, to buy and sell grain for the Farmers Co-operative Elevator Co., Granville, No. Dak. State experience, if any, and salary expected. Application should be in by June 1, 1910.

**WANTED—IN CENTRAL KANSAS**—An experienced grain man to take charge of country elevator, also handle coal and mill products. State age, experience and salary expected. Address E. L. S., Box 8, Grain Dealers Journal, Chicago, Ill.

**WANTED—SECOND MAN** for small terminal elevator in Minneapolis. Must be hard worker and sober. Fair wages to start and good chance to become superintendent if make good. Brooks Elevator Co., Minneapolis, Minn.

**DRAFTSMAN WANTED** capable of drawing plans for elevators and also making drafts of machinery by large and responsible manufacturers of grain handling machinery. Address M. P. S., Box 7, Grain Dealers Journal, Chicago.

**PARTNERS WANTED.**

**WANTED PARTNER** in 200-bbl. flour mill. Address A. M. A., Box 7, Grain Dealers Journal, Chicago.

**PARTNER WANTED** for third or half interest in six first class grain elevators located in Southwestern Minnesota. First class plants and good business. Address C. O. F., Box 8, Grain Dealers Journal, Chicago.

**MISCELLANEOUS FOR SALE**

**NINE ROOM DWELLING**, woodhouse, washhouse and barn in good section of county seat of Cedar county with three lots 150 feet, south frontage on corner, \$2,000. Easy terms. John R. Wampler, Tipton, Ia.

**DUST PROTECTORS \$1.00**, made of rubber with automatic valve; slightly used typewriters \$20 up; typewriter covers 50c; fountain pens \$1.00. Jacob G. Meier, Russell, Kans.

**FOR SALE—\$250—ALL COMERS**—Brand new National Automatic Scale, 1,000 bu. guaranteed five years; also one Gem adding machine with same guarantee. Also your choice of any standard make of typewriter, brand new, guaranteed for two years, all three for \$250. Sent on trial free. Write for proposition. We sell absolutely no second hand goods. Johnson Elevator Supply Co., 215 E. Douglas St., Bloomington, Ill.

**FLOUR FOR SALE.**

**MIXED CARS** of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

**SITUATIONS WANTED.**

**MANAGER OF COUNTRY ELEVATOR** wants position. Experienced and capable man. Married and can give best of references. Address Box 286, Canby, Minn.

**GRAIN BUYER** wants position. 3 years experience. Best of references. Age 29, single. Can use German language. Address T. O. N., Box 8, Grain Dealers Journal, Chicago, Ill.

**EXPERIENCED GRAIN SALESMAN** wants position with good house. Willing to prove ability. Thirty and married. Address Dan, Box 7, Grain Dealers Journal, Chicago.

**YOUNG LADY STENOGRAPHER** wants situation. Had two years experience in grain office. Can give reference from my former employers. Address Box 58, Grain Dealers Journal, Chicago.

**MANAGER OF COUNTRY ELEVATOR** wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

**MANAGER OF ELEVATOR** wants position. All around elevator man; four years experience; expert gasoline engineer; good bookkeeper. Would like employment in Okla. or close to state line. Address Box 98, Custer City, Okla.

**POSITION WANTED AS BUYER OR** manager for some good firm or as solicitor for a commission firm. 12 years experience in the grain business. Am employed but desire to make change. Address Ed., Box 6, Grain Dealers Journal, Chicago.

**WANT A JOB** as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

**INFORMATION.**

**ADDRESS WANTED** of the Atlanta Flour & Grain Brokers. Address Charles, Box 2, Grain Dealers Journal.

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

**OFFICE SUPPLIES.**

**FOR SALE** one slightly used Felt & Tarrant adding machine as good as new. Write H. M. Hastings, Cooksville, Ill.

**SECOND HAND ADDRESSOGRAPH** wanted. Give full particulars and lowest price. Address D. I. N., Box 7, Grain Dealers Journal, Chicago.

**AUTOMOBILE SUPPLIES.**

**CLINCHER AUTO CASES AND TUBES.**  
Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3½, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3½, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2½, \$9. 28x2½, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at, makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

**—SALT—**

We ship New Barrels Only. Please your trade. Give us a trial and be convinced.

**COLONIAL SALT CO.,**  
1214 Manhattan Bldg., Chicago, Ill.

**SCALES FOR SALE.**

**FAIRBANKS & HOWE HOPPER Scales.** 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb.

**SCALES** of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

**ONE NORDYKE ROUND REEL** for sale. Used but one year. Two automatic grain scales, one Chicago five ton platform scale, comparatively new. Thos. H. New, Greenfield, Ind.

**ONE 1,000 BU. FAIRBANKS HOPPER SCALE** with timbers \$75.00. One Fairbanks R. R. T. scale \$200.00; two 26" rubber belts 160' each \$70.00; two 24" rubber belts 120', each \$50.00. La Crosse Wrecking Co., La Crosse, Wis.

**ELEVATOR SUPPLIES.**

**GRAIN TESTERS**—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

**BUILDING MATERIAL.**

**FOR SALE CHEAP**, 3 million ft. 2x6, 2x8 W. P. cribbing; long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

**LUMBER FOR SALE.**

**ONE MILLION FEET 2X4** and 2x6, from grain elevators. Illinois Wrecking & Lumber Co., 1320 No. Halsted, Chicago, Ill.

**PATENTS FOR SALE.**

**PATENTS** for sale or lease on royalties on concrete interlocking fire and water proof air draught grain bins. Address D. O. S., Box 7, Grain Dealers Journal, Chicago, Ill.

**Some Users' Names**

¶ Here are the names of some Illinois Elevators who are using our dump controller.

W. H. Current	Indianola, Ill.
K. A. Harper	Potomac, Ill.
W. P. Lewis	Humerick, Ill.
Hargroves & Godel	Manhattan, Ill.
Jeter & Boston	Yorkville, Ill.
Fred Rose	Homer, Ill.
Badder & Co.	Vermont, Ill.
Thos. Carbon & Co.	West Point, Ill.
Farmers Grain & Coal Co.	Little Indian, Ill.
B. P. Hull	Barleyville, Ill.
Lomax Grain Co.	Lomax, Ill.
Neola Elevator Co.	Serena, Ill.
A. B. Putterbaugh	Milledgeville, Ill.
Shelden Elevator Co.	Shelden, Ill.
E. C. Summers	Culmer, Ill.
Schultz, Baujan & Co.	Beardstown, Ill.
Smith-Hippen & Co.	Pekin, Ill.
J. F. Verry & Son	Richmond, Ill.
J. R. Wagner	Metamora, Ill.
Berger & Cooley	Redick, Ill.
Bardolph Elevator Co.	Bardolph, Ill.
Churchill & Son	Chenoa, Ill.

¶ If your neighbor is not among this list, write us and see if we cannot furnish it.

**RELIANCE CONSTRUCTION CO.**  
INDIANAPOLIS, IND.

## SEEDS FOR SALE.

**CANE, MILLET, KAFFIR CORN** and milo maize. Alfalfa a specialty. Write for prices. Fowler Elevator Co., Fowler, Kans.

**TWO CARLOADS CLOVER SEED** tailings for sale. J. M. King & Son, North Vernon, Ind.

**BARLEY.** One car good quality seed barley. Ask for price and sample. Ross Brothers Seed House, Wichita, Kans.

**FOR SALE—MILLET SEED** a specialty. Also deal in all kinds of grain and seeds. D. H. Clark, Galt, Mo.

**MILLET, CANE, KAFFIR CORN** or milo maize for sale in carload lots, straight or mixed. Prices on application. Address Landrum & Boyer, Scott City, Kans.

**CHOICE AMBER CANE SEED.** Sacked or bulk. Ask us for samples and delivered prices. J. G. Maxwell & Co., McPherson, Kans.

**YELLOW FIELD PEAS FOR SEED.** We buy direct from farmers and can quote you very low prices. Ask for samples. Bad Axe Grain Co., Bad Axe, Mich.

**ALFALFA SEED,** grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

**DAKOTA GOLD MINE** seed corn beats the world. Yields 100 bus. per acre. Ripens in 100 days; special prices to elevator men. Address Crill, the seed corn man, Elk Point, So. Dak.

**CLOVER SEED** for sale. Both mammoth and little red, ranging in quality from N. E. G. to Prime. Will be very glad to quote prices upon receipt of inquiries. J. M. King & Son, North Vernon, Ind.

**4,500 BUS. CHOICE YELLOW DENT SEED CORN** for sale. Raised in 1908; 95% guaranteed to grow. Any one desiring good seed corn can purchase same in quantities to suit at reasonable prices. Address J. J. O'Laughlin, Rome, Iowa.

**KAFFIR CORN, MILOMAIZE, CANE SEED.** Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

**NORTHERN GROWN SEED CORN.** White Cap Dent \$1.20 per bu. Yellow dent \$1.20 per bu.; strawberry dent \$1.30 per bu. Grown in the Thumb of Michigan, tested by us for germination. Price subject to change, bags extra, f. o. b. Bad Axe. Ask for samples and germination test. Bad Axe Grain Co., Seed Merchants, Bad Axe, Mich.

**PURE BRED SEED CORN.** Johnson county (Indiana) white and yellow dent seed corn, winners Grand Sweepstake and \$10,000 prizes at Chicago and Omaha National Corn Exposition. Plant the best shipped from Indianapolis or direct from Johnson County. We ship shelled only. Price \$2 per bu., sacks included. Mail your order promptly. J. G. Hermann & Co., Indianapolis, Ind.

## THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.  
Send Us Your Samples.

ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

## SEEDS WANTED.

**YOU CAN EASILY** find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

**SEEDS WANTED.** German, Siberian and Hungarian millet, either straight or mixed cars. Send samples. Are also in the market for southern white and redcob corn. Jameson, Hevener & Griggs, St. Paul, Minn.

## HAY FOR SALE.

**ALFALFA HAY AND SEED** for sale. Write Nebraska-Colorado Co., Kearney, Nebr.

## HAY WANTED.

**WANTED CONSIGNMENTS** of timothy hay. H. Jahns Jr. Co., Milwaukee, Wis.

**HAY & STRAW WANTED—**Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

**HAY & STRAW WANTED—**Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

## POULTRY FOR SALE.

**RHODE ISLAND REDS—**The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

**INDIAN RUNNER DUCK CULTURE.** Finest illustrated duck book published describes and prices greatest money makers. Tells how to hatch and care for the duck that lays 200 eggs per year. Send 2 cents. Berry's Farm, Clarinda, Iowa.

## THE ALBERT DICKINSON CO.

**Clovers  
Timothy  
Flaxseed**

**Bromus inermis  
Dwarf Essex Rape Seed**  
Main Office, CHICAGO, ILL.

# SEEDS

**Blue Grass  
Orchard Grass  
Millets, Hungarian  
Redtop, Seed Corn  
Peas, Beans, Bags, etc.**  
MINNEAPOLIS, MINN.

## SEED CORN

We are exclusive agents for H. H. Goddard's "SILVER KING White Dent," grown, selected and tested by Mr. Goddard who originated this wonderful variety. Endorsed by state authorities everywhere. Try our hardy northern-grown seed corn. Clovers, Timothy, Alsike, Mixed Timothy and Alsike Japanese Millet, Garden Seeds, etc. Catalog free.  
THE ADAMS SEED CO., Box 9, Decorah, Iowa.

## WE BUY PURE SOFT WINTER WHEAT CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

**WE ARE DEALERS IN SEEDS**  
Timothy, Clovers, Millets, Etc.  
Also Seed Grain  
MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

## WE PAY CASH FOR FIELD SEEDS.

**Kaffir Corn, Milo Maize, Sunflower Seed**

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

## GRAIN FOR SALE.

**OAT CLIPPINGS FOR SALE—**Write John Wade & Sons, wholesale grain dealers in Memphis, Tenn.

**CORN AND OATS** in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

**WHEAT, CORN, OATS AND Kaffir corn** for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

## GRAIN WANTED.

**WANTED CONSIGNMENTS** of oats and barley. H. Jahns Jr. Co., Milwaukee, Wis.

**WANTED—**Your flour, feed, grain and hay account. Leading brokers. Address Raleigh Brokerage Co., Raleigh, N. C.

**WANTED SHIPPERS OF GRAIN,** hay, flour and mill feeds to quote prices to W. R. Bryan & Co., Brokers, Nashville, Tenn.

**NEW WHEAT AND OATS** of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

## "ARAB" HORSE FEED

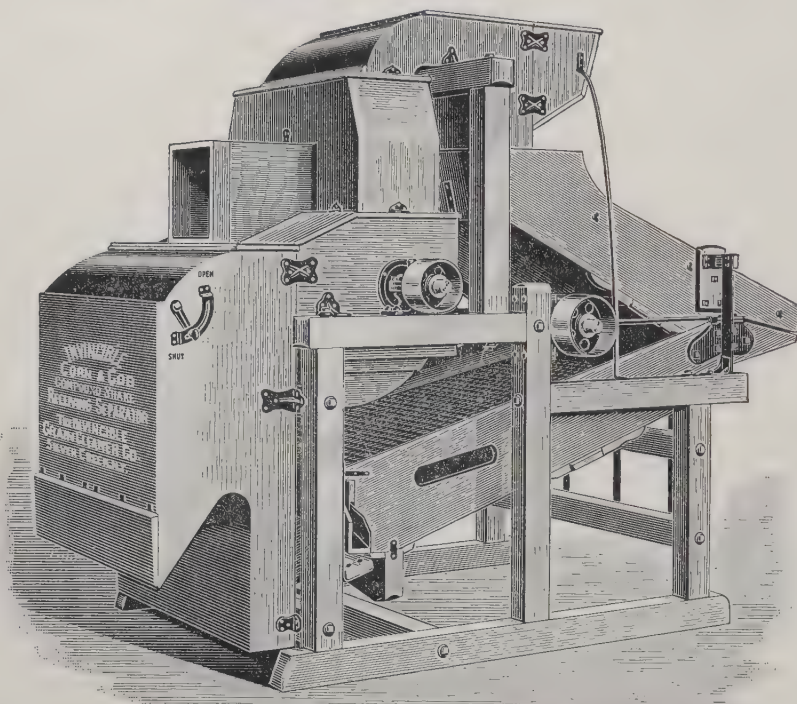
A PERFECT BALANCED RATION  
M. C. PETERS MILL CO.  
Alfalfa Queen Mills, OMAHA, NEB.

## SALVAGE GRAIN OFF GRADES and DAMAGED GRAIN

Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N.Y.

## CORN SHIPPERS SHOULD SHIP CLEAN CORN



Central Markets are more and more demanding that country shippers should ship clean corn.

This is not only because millers and consumers are watching this, but by thoroughly removing all foreign matter better prices are obtained and liability to "heating" is avoided.

### THE INVINCIBLE COMPOUND SHAKE CORN AND COB SEPARATOR AND CLEANER

is the best machine on the market for this purpose.

Here is just one testimonial:

St. Paris, O., Sept. 18, 1909.

Gentlemen—In reply to your recent favor will say that our Invincible Corn and Cob Separator is the best we have ever seen. We have other makes but they can not do the work with the Invincible.

Yours respectfully,  
THE McMORAN BROS. CO.

It takes the corn and cob direct from the sheller or it will reclean corn or other grains.

Fully equipped with self-oiling pitmans and bearings.

Write for further particulars, prices and our special trial offer.

## INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by J. H. PANK, 512 Traders' Building, Chicago, Ill., Phone Harrison 667.  
C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.

N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

FRANK E. KINGSBURY, Terminal Hotel, St. Louis, Mo.

## MODERN METHODS

—OF—

### Grain Cleaning and Separating

is the title of our new catalogue, which gives some interesting facts and experiences of elevator operators in cleaning and separating of grains. These facts show that where

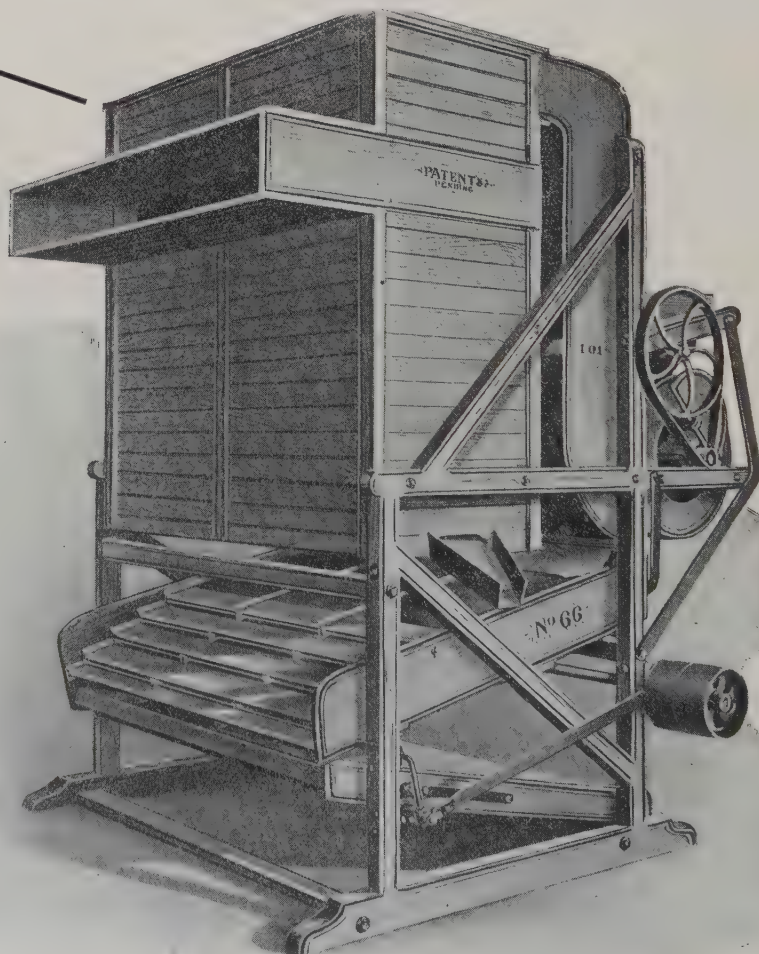
### The NEW PROCESS No. 66 Cleaner and Separator

has been installed the extra profits both on grain and by-products have been something remarkable.

It will interest you to learn more about this, so write for the catalogue to-day.

## Fosston Mfg. Co.

MERRIAM PARK (ST. PAUL) MINN.



## GRAIN DEALERS JOURNAL

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### The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

**CHICAGO, ILL., APRIL 25, 1910.**

BOYS who are permitted to play about elevators find the man-lift an attractive plaything. Elevator operators who give boys the freedom of their houses are very likely to be blamed for any accidents which may occur, and some will be sued for damages as others have been.

PITLESS scale companies are increasing in number with marvelous speed, not because the scales give dependable weights, but because they can be sold at a low price to farmers, who have not yet learned to discriminate between a toy scale and a real weight determining device.

THE CROP reporting service of the International Institute of Agriculture has been branded by Congressman Mann as a pure fake. Hurrah for the Congressman! May he investigate some other crop reporting bureaus and either secure their improvement or show them up in their true light.

NATURAL SHRINKAGE deductions will be discontinued with this month by the A. T. & S. F., C. & N. W., C. B. & Q., C. M. & St. P., C. & G. W., C. St. P. M. & O., and the E. J. & E. railroads, because they have not been able to justify the exaction or prove the shrinkage. Other roads will no doubt soon adopt a similar policy.

BUYERS who desire farmers to have confidence in prices bid for grain, should post them on a blackboard outside their door, and then stick to them. Every time a buyer raises his own bid he convinces the farmer to whom the bid is made that he is not disposed to pay all he can afford for grain. If you desire your patrons to have confidence in the prices you quote, prove to them that the prices are right by sticking to them.

FARMERS in all sections of the country, many of whom have been deceived by the falsely branded stuff sent out by Congressmen under the head of free seed are protesting against a further distribution of such stuff at the expense of the Government. In some cases the seeds have been returned to the Congressmen with protest against the practice. If every one would return the seeds, members of congress would soon desist.

SOME DEALERS are opposing any change being made in the points covered by the Visible Supply reports because the value of the reports in comparison with previous years will be destroyed. Very true; but their value for acquainting traders with the visible supply today is greatly reduced because so much grain is omitted. The reports are misleading to those who are not familiar with what is included. If they cannot be brought up-to-date, they should be discontinued.

LIGHTNING conductors properly installed give every promise of reducing the cost of insurance to elevator men who properly equip their plants with rods. Many insurance companies which have suffered great losses annually from fires started by lightning are inspecting carefully and watching such equipment, in hope of finding some protection from this first great aid to the fire fiend. Two companies have already made a lower rate on barns properly equipped with rods. Hence the time cannot be far away when credits will be granted for the proper installation of lightning conductors on grain elevators.

TELEGRAF companies will exercise greater vigilance in the prompt delivery of dispatches when they are required to give time of filing and time of receipt at delivery office on the telegram. At present it is almost impossible to tell how many hours the telegraf company has taken to deliver a dispatch. Some states, notably Massachusetts, with a firm determination to have receiver posted as to any delay in his telegrams, enacted a law requiring the placing of the hour of filing and the hour of receipt on each message. The principal beneficial effect of this new law is that messages from one point to another within the state are transmitted and delivered more promptly, and similar legislation would be followed by greater promptness in other states.

REPORTS have recently been received from New York that large quantities of No. 2 corn are out of condition. Rumors of similar trouble in other markets have been circulated and caused as much uneasiness as if the rumors were true. If each market would exercise more vigilance in circulating accurate information regarding grain arriving out of condition, shippers would be more careful in loading grain for market.

DIRT and broken grain seldom does more damage to the interests of the country shipper than when he puts it into a car with good grain. The jarring of the car will cause it to settle to the bottom and if grain contains much moisture or is kept in car long, most of the load is sure to get out of condition. It will be much more profitable to clean grain and hold out the damaged low-grade stuff. At no season of the year is this more necessary than during the germinating period.

THE American Society of Equity which has been promising to erect elevators at many points in the Northwest and up-to-date terminal elevators at Minneapolis and lake ports, seems to be in bad with farmers who have their eyes open. Some of the promoters of this "equity" scheme have deceived in so many things that all of the farmers who are posted seem to have lost confidence in the Society and its promoters. Farmers have been misled by so many wild schemes in the past, notably the Scandinavian Elevator Co., the American Farm Co. and several other organizations with impressive names but no capital, until the wonder is they will have anything to do with self-styled philanthropists from distant cities.

THE FREEDOM with which the average carrier ignores the shipper's request for special routing of his grain has convinced many that they have no voice in the matter, but they are wrong. The Interstate Commerce Commission has recently assessed the C. & M. & St. P. \$77.00 on a shipment from Webster, S. D., routed so as to levy a tax this much in excess of the legal rate via the route specified and in defiance of shipper's instructions. The trouble with some of the carriers is they experience an irresistible temptation to do the shipper at every turn. It is not so with every R. R., but some persist in ignoring laws, reason and justice. Naturally reparation is ordered when cases of this character are brought to the attention of the Interstate Commerce Commission, but the punishment is so mild that the carriers are willing to take chances on enforcing their own wishes in defiance of law and the rights of the shipper. If they were heavily fined in cases where no excuse exists for their having put shipper to unnecessary expense by ignoring his routing instructions, they would soon give more respectful heed to these instructions.

THE AGRICULTURAL Department is still striving to force the millers of the country into discontinuing the bleaching of flour, but studiously avoids permitting any suit to come to trial. In fact the Government's dilatory tactics have won severe censure at the hands of several Judges who believe that every man is entitled to his day in Court. The Government's actions are cowardly. If it has not confidence in the law giving it authority to stop bleaching then it should exercise its energy along the line of improving the law rather than attempting to bulldoze millers.

SPURIOUS Bs/L have aided a Southern cotton shipper recently to defraud many buyers of large sums of money. The railroads by giving out blank Bs/L without restriction, encourage and invite the circulation of forged Bs/L. The bankers have been working for years to obtain a form of B/L and regulations which would protect their interests. Grain dealers have also given some attention to the matter, but any form other than a plain receipt showing the name of shipper, amount and kind of freight, and destination is unnecessary, except that shipper's order Bs/L should be given out only when the freight is received.

VERBAL CONTRACTS are not easy to enforce unless quickly confirmed in writing. One Texas firm which prints in bold face type at the top of its letter heads the words "*All quotations subject to confirmation*" overlooks the fact that such amendments to contracts of any character are not binding on the other party unless repeated at the time quotations are made over the telephone, or written understanding is had to that effect. The trade will suffer from its inability to enforce verbal contracts until a strong rule is generally accepted to the effect that all verbal contracts must be quickly and fully confirmed in writing to make them binding.

THE PROSPEROUS FARMER, the live, progressive grain sellers, are discriminating more sharply than ever against the dark, dirty, dingy grain office. Their prosperity is imbuing them with the idea of progress and naturally they expect the dealer who has a neat, clean, attractive office to be up to date in matters of grades and prices. Other conditions being equal, such dealers get the largest share of the business. Travelers who call on grain elevator operators continually report that they spend ten times as much time in waiting for grain dealers in light, attractive offices as they do waiting for an opportunity to talk to a man in a dark, dingy hole. The farmers show their preference for an office that seems to have been prepared for their coming, and the dealer has less time to talk with the travelers, altho they are more welcome than elsewhere.

CAR SEALS which can readily be broken open and bent back into place so as to deceive the seal inspectors at Junction and terminal points would seem to be open to great improvement. Railroad employes and thieves familiar with the method of inspecting seals have been able to break open cars and bend seal back into position so that it appeared to be intact altho the car had been broken open and its entire contents extracted. The grain trade particularly is in need of a seal which cannot be replaced after it is once broken. Then if cars and contents have been tampered with evidence of such work will be apparent.

PAYING express charges at both ends of the line seems to be a practice both pleasing and profitable to express company employees. Investigations by some millers has brot to light the fact that the employees seem to delight in making this error of double collection. Whether the double collection is always reported at the office or not is not disclosed but no doubt it is so at times, and even the express company managers remain in ignorance of it. A few shippers who are regular patrons of the express companies have gone to the expense of special labels which they attach to every package upon which the charges are prepaid and others take the additional precaution of specifying in their letters that "*charges are prepaid*." The same abuse has been indulged in the matter of charges on telegrams to such an extent that many frequent users of the wire prepay all of their own messages and insist on those who send messages to them, prepaying their telegrams. In this way no messages are paid for a second time.

PEDDLERS are not likely to visit Arkansas soon, as the State Supreme Court has upheld the law requiring them to pay an annual license fee of \$200. Many states have enacted laws of this character, but most of the supreme courts have knocked them out on some technicality. If the traveling peddlers who sell merchandise of different kinds, but principally of the gold brick variety, can be regulated out of existence, then it would seem possible for districts suffering from irresponsible scoop shovel shippers to adopt ordinances or state laws relieving people from transients who ship out, as well as from the traveling peddlers who bring in goods. The great trouble with these traveling peddlers is that they impose upon and cheat most of their customers to a grievous extent, and the local merchants who have invested their money in facilities for doing business, pay taxes and support the home institutions are deprived of business which properly belongs to them. The same reasoning applies with equal force to a grain elevator that keeps open every business day of the year for the reception of the farmers' grain.

THE MEMPHIS Merchants Exchange has expelled another grain firm for uncommercial conduct and by so doing given notice to grain shippers and buyers of the country who desire to do business in that market, that it stands for fair, square dealing and does not want members who do otherwise. The more vigorously the exchanges deal with members who bring their market into disrepute the sooner will they succeed in clearing their markets of sharpers and tricksters. Shippers cannot rest easy when they have consignments routed to a market where skimming returns or shortweighting shipper, is indulged in without interference.

ILLINOIS has a law which requires railroad companies to install track scales at stations loading 50,000 bu. or more of grain annually. The railroads have ignored it and the shippers have made no attempt to secure its enforcement, because track scale weights are not dependable. Track scales at country stations where locomotives would be run over them could not be expected long to weigh accurately, because the knife edges would soon become so dull as to prevent beam rising except on great overweight. An effort, however, is now being made to press the State Railroad and Warehouse Commission to enforce the law. The same law is on the statute books of several other states but as in Illinois it is ignored because the grain shippers have not demanded it, and we doubt if anyone would be any better off even tho the track scales were installed. Shortages seldom could be proved to the satisfaction of the claim agent because of the perpetually shortweighing of the track scale.

#### BRING SUIT BEFORE CLAIMS ARE OUTLAWED.

Freight claim agents, the persistent past masters of pigeonhole policy, have brot to light a new reason for not paying claims. According to their version of the Interstate Commerce law, they are unable to pay claims for damages even tho they admit the justice of the claim, when two-years have elapsed after the date of cause occurred. They very shrewdly claim that such payment would be illegal and contrary to the law and ruling of the I. C. Commission; hence it behooves every shipper to keep a copy of papers filed with claim agents who delight in delays and bring suit if claim is not honored before it is outlawed.

Cases have recently come to light wherein carriers are clearly to blame and admitted it, but refused to pay because the law, according to their conception of it, forbids. Shippers who succeed in collecting claims from railroad companies find it necessary to adopt a system of follow-up letters and telegrams, which make life burdensome for the procrastinating claim agent.

If more shippers would advertise the claim agents who grievously offend in the handling of their claims, better treatment would be accorded. The shipper who is not afraid to "stand for his rights" commands the respect of the claim agents, while the cowardly, cringing claimant encourages the claim agent to inflict further impositions.

## THE BOARD OF TRADE AND COMPETITION.

After printing pages of wild rumors and denials of investigations, the daily press of the country has finally decided that the only weak points in the methods of the grain exchanges are that they confine trading in futures to hours when the exchange is open and deny buyers the privilege of paying more than the call price for grain during the hours the exchange is closed. Conscientious students of our methods of marketing grain, long since recognized these requirements as very essential if the exchange prices are to reflect anywhere near the correct value of the commodities dealt in.

Grain exchanges are provided as a convenience for buyers and sellers to meet and conduct transactions in the commodities specified by the exchange rules. Here it is supply and demand meet daily and exercise their varying influence upon the market price of the commodity throughout the world. The larger the percentage of the world's transactions in breadstuffs that are confined to the grain exchanges during the hours the machinery of the exchange is in working order for the collection and dissemination of prices at which sales are made, the nearer will the exchange prices represent true market values. The fewer the transactions made on the exchange the less reliance will the trade have in exchange prices. If the dealer in futures goes to a bucket shop or bets with a friend on the corner, his "sale" or "purchase" is fictitious and has no influence on the market price.

In the days before the call rule, which the daily press now credits the Government officials with branding as a means to prevent competition, large operators bought much grain on track at country points, at varying prices. During the exchange hours they bought little grain, hence that which was consigned to commission merchants frequently was a drug on the market, and the prices made on the Board of Trade were oftentimes several cents lower than market conditions justified and generally lower than was paid at some outside points. In fact had the old condition continued, buyers and sellers of cash grain would have gradually disappeared from the exchange floor, because of the volume of business conducted outside.

The grain exchanges spend much money in collecting and disseminating for the benefit of all, reliable information regarding supplies, but unless they require all transactions to be made during exchange hours or at prices quoted during those hours, the market values reflected by their quotations will be incorrect. Trust busters seem to overlook the fact that the exchanges do not deal in grain and that their members are merely commission merchants for whomsoever desires to deal. For a fraction of a cent the most humble may command the services of any of the commission houses, and buy or sell grain for immediate or future delivery. In order that everyone

may know the prices at which such sales and purchases are made, the Board rightfully requires that these transactions be made during exchange hours, when its machinery for collecting information regarding prices at which sales are made is in working order.

The rules of the grain exchanges make for the protection of the public and none familiar with the inward workings of the Board of Trade ever suspect it of promoting a grain trust or anything near a grain trust. Both the newspapers and the politicians are on the wrong scent.

## OVERDRAFTS DUE TO DELAY OF GRAIN IN TRANSIT.

During recent months more overdrafts have been caused by declining markets and delay of the grain in transit by railroad companies than for years. As these delayed shipments arrive, are unloaded and settlements are made, shippers are brought to the painful realization of the great losses forced upon them by the carriers' delay. Many shipments have been delayed 60 to 90 days in transit and a few have been out 120 days. Had the grain arrived within a reasonable time it would have graded better and arrived on a stronger market.

Ordinarily shipments from Minneapolis come through in three or four days, but many cars have been delayed 90 days during recent months, and this at a time when the markets were very uncertain. Many shipments which had they arrived within a reasonable time would have sold at 65c brought only 40c when they did arrive and barley shippers suffered a loss of 10 to 15c per bu. by reason of the delay.

In addition to all these losses shippers had to pay interest on advances made against their Bills of Lading of \$5.00 to \$15.00 per car. So many of them will have realized nothing from their season's work except excellent grounds for claims for heavy damages against the carriers, who forced these great losses upon them. Corn shippers especially have suffered grievously by reason of corn's getting hot and shrinking in weight as well as declining in quality and a few who have presented well authenticated claims for losses have been recompensed by the carriers. The majority of the shippers who have suffered losses, however, will not be so favored because the railroad claim agents will not take the time or trouble to investigate and collect data sufficient to justify the payment of the claim.

Another season like the past would be very likely to force every corn shipper into bankruptcy or else into the claim collecting business, as everyone who attempted to ship corn in the snowbound states during the past winter has a choice collection of claims on hand. If shippers desire to discourage the delaying of their grain in transit it behooves them to make every effort to collect each just claim now held against the offending carriers. To tolerate such expensive delays is to but encourage others.

## HOLDING DRAFTS FOR GRAIN'S ARRIVAL.

Shippers to the East are threatened with another abuse which the Southwestern shippers have been struggling for years to eradicate. It is the holding of drafts for arrival of the grain. The practice is indulged in by bankers at Eastern interior points, generally friends of the grain buyers, to the end that the buyer will have the privilege of speculating with the Western shipper's money until the local bank insists on draft being taken up.

The delay in payment of draft until car arrives is merely a ruse to gain time, a practice which is sure to make trouble for all concerned. Easy going bankers find it somewhat difficult to deny a favor to a regular depositor, but unless they collect drafts attached to Bills of Lading more promptly or return them, trouble is sure to arise.

Many Western shippers to interior points suffered recently by reason of banks holding drafts for the accommodation of the buyer until the break in the market convinced the buyer he did not need the grain, in fact some came to the conclusion that they did not even order it, and naturally many drafts have been dishonored.

Drafts are seldom dishonored on a rising market but every sharp break brings many expensive and grievous surprises to Western shippers. Those who encourage this practice by even tolerating the abuse, make trouble for themselves, and every other shipper catering to the same trade. Interior buyers who know they can take their own time about paying drafts on grain ordered, buy more grain than they need in hope of being able to resell some of it at a profit before it becomes necessary to pay the draft. Such buyers will be prevented from indulging in rash speculation to their own loss and disaster, if shippers will insist upon drafts being paid promptly or protested.

THE SANTA FE railroad seems to be making a more vigorous and intelligent effort to reduce its grain traffic to a business basis, than any other line. One late innovation which is sure to prove of benefit to the road as well as to shippers is that cars supplied for bulk grain shipments shall be inspected by the elevator manager and the station agent together. The report upon the condition of the car is made in duplicate and is signed by both, before the car is loaded, so that in case of leak or loss in transit, claim agent and the receiver have reliable evidence regarding the condition of the car, previous to its loading. These reports will help to disclose cause of shortages and will insure carrier keeping its rolling stock in better condition. Then, too, shipper will not be permitted to load cars which are not in fit condition to transport to destination all the grain entrusted to their keeping. The more vigorously shippers object to loading grain into worn out cars, the sooner will other roads discover the profit and advantage of loading good cars only.

Fumin' never wins a fight  
An' frettin' never pays;  
There ain't no good in broodin' in  
These pessimistic ways.  
Smile jus' kinder cheerfully  
When hope is nearly gone,  
An' bristle up, and grit your teeth,  
An' keep on keepin' on.  
From Backbone.

Asked—  
Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

**PLAN OF COB BURNER WANTED.**  
*Grain Dealers Journal:* I would be glad to hear thru the columns of the Journal from any dealer who has an outside cob burner, giving me his idea of construction and how operated.—John Murray.

**WHAT IS A REASONABLE TIME IN TRANSIT?**  
*Grain Dealers Journal:* What would be a reasonable time for a railroad to deliver car lots of grain to a terminal market?  
Has the Interstate Commerce Commission ever made a ruling affecting this?—Railsback Bros., Ashland, Neb.

**WHAT IS THE CORN WEEVIL?**  
*Grain Dealers Journal:* What is known up to date concerning the corn weevil? Correspondents in Mississippi and Alabama are having much trouble with this pest. We should like to know how far north the insect has penetrated and how much trouble is likely to come from it.—Chas. B. Wing of the Wing Seed Co., Mechanicsburg, O.

**RECORD OF SACKS INTO AND OUT OF WAREHOUSE.**  
*Grain Dealers Journal:* I note in Asked and Answered column of the Journal for Apr. 10 a request by L. B. Spracher & Co. for a form that would show each day the amount on hand of feed and flour.  
I give herewith a form which I have

used to good advantage and which I think will cover the ground. It can be printed on a sheet of any size and therefore will accommodate any amount of merchandise.—S. O. Jackson, agt. Farmers Elevator Co., Pierson, Ia.

**RAISING RENTAL OF RIGHT OF WAY.**  
*Grain Dealers Journal:* What is the ruling of the Interstate Commerce Commission in reference to raising the rental of right of way from \$1 to \$5 per year?  
We have a lease on the right of way issued in Feb., 1908, for a period of 5 years at \$1 per year. Has the Interstate Commerce Commission the power to overrule this lease and make us pay \$5 instead of \$1. This road is the only one passing thru the place where we have this lease.—Hutcheson Grain & Elevator Co., Roff, Okla.

**POWER REQUIRED TO OPERATE ELEVATOR.**  
*Grain Dealers Journal:* Answering the question of the Uhl-Snyder Milling Co., in this column Apr. 10, I would say that I have been operating an elevator here for the past 6 years with one stand of elevators 50 ft. high and have often loaded 1,000 bus. of wheat with a loader in 2 hours and shelled from 2,000 to 3,000 bus. of corn per day of 10 hours with a 20-h.p. gasoline engine and always had plenty of power.  
I believe that if they will install a 25-h.p. engine they will have plenty of power, inasmuch as they wish to run only one stand at a time, and 5 h.p. should be sufficient for the extra 10 feet of elevation.—Chas. Real, Bicknell, Ind.

**RESPONSIBILITY FOR INSPECTION.**  
*Grain Dealers Journal:* In reply to the Oppenheimer Grain Co., of San Antonio, Tex., with regard to the responsibility of a chief inspector of Missouri for error in grading corn, as stated in this column Mar. 25, we would say that Sec. 7676 of the Missouri statutes provides "The chief inspector shall be required to take an oath that he will strictly discharge the duties of his office according to the rules and regulations prescribed by the railroad and warehouse commissioners. He shall execute a bond to the people of the state of Missouri in the penal sum of \$50,000 with sureties

to be approved by the board of railroad and warehouse commissioners conditioned that he will pay damages to any person or persons who may be injured by reason of his neglect, refusal or failure to comply with the laws and the rules and regulations adopted by the railroad and warehouse commissioners."  
If the work of the chief inspector at St. Joseph was negligent in grading green and wet corn as No. 2, which should be sound and dry, it seems that the inspector is liable under his official bond.—F. A. McC.

**FORM FOR SEED OATS CONTRACT.**  
*Grain Dealers Journal:* In reply to W. A. Nisonger, who asks in this column Feb. 25 for a form of seed oats contract, I give the following form which I use and consider O. K.—E. Ward Moore, Colfax, Ind.

Colfax, Indiana, ..... 1910.  
I, ..... of Colfax, Indiana, do hereby promise to pay to E. W. Moore the sum of ..... Dollars together with 8 per cent interest thereon, from date, with attorney's fees, all without relief from valuation and appraisal laws, when the 1910 crop of oats has been harvested all in consideration of the advancement to me of ..... bushels of seed oats at ..... cents per bus. to be sown on the following described premises, in ..... County, in the State of Indiana:  
.....  
I further promise and agree to sell and deliver to the said E. W. Moore, his successors and assigns in the grain business, at said Colfax, Ind., all my crop of oats raised by me and for me upon said described premises, for the year 1910, at market prices at the time of delivery thereof, and to deliver the same promptly as soon as the same has been harvested by me, and I promise to harvest the same promptly and to protect the same in all particulars in the manner of a good husbandman, and the said E. W. Moore, his successors and assigns are authorized to deduct from the first delivery the amount of the above indebtedness.  
In Witness Whereof, I have hereunto set my hand this ..... day of ..... 1910.  
"Professor, what is 'intensive corn culture?'"  
"Persistently wearing tight shoes."  
Nature faking is suspected in the story that has come out of Lone Oak, Ill., which declares that Chas. Musson of that place has a collie dog that successfully aids its master in shucking corn. The dog leaps into the air, seizes the ear of corn and tears it off the stalk, then husks it with its teeth, completing the job by carrying the ear to the wagon.—"Shucks!"

Date						Pri	Amount		L.P.	Name
Kind	Flour	Bran	Shorts	Meal	Tile		Cash	Time		Kind mdse
Balance										Bal. Hand
Received										Received
Total										Total
										Sales

Form for Recording Sacks Into and Out of Warehouse.

"When all the world seems upside down,  
And business is on the bum,  
A tilted chin, and a two-cent grin,  
Helps some, my son, helps some."  
J. A. Brookbank.

## Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### CLEANING UP THE PREMISES.

*Grain Dealers Journal:* A well kept plant usually has its surroundings cleaned up, but I have known elevators in which the interior was kept up in first-class condition where the owner apparently never took notice of the rubbish that the neighbors were generously bestowing upon him.

Keeping the shafting lined up, all dust cleaned up and the office swept out are good points in elevator management, but it pays quite as well to keep the grounds cleaned up. Besides, the merest novice in the grain business as well as the citizens, will always notice the condition of the outside and form their opinion accordingly of the owner or agent in charge.

A pile of rubbish alongside of the elevator building forms a most inviting nest for the destructive rat and will sometimes give a good start to a fire originating from a locomotive spark. These two practical considerations should be sufficient to warrant some small amount of labor and expense towards keeping the grounds cleared, let alone the improved appearance of the plant.—L. M. Burke.

### CROP STATISTICS WORTHLESS.

*Grain Dealers Journal:* To anyone familiar with the methods of compiling the state and federal crop reports the importance attached to these official reports is ridiculous.

One reads in the market reports that trade was very dull on a certain day because the brokers were awaiting the forthcoming government crop report, or the speculators will be seen craning their necks for a look at the ticker tape when the government report is coming out.

Here in Illinois I know of a case where two brothers, one of whom is a government crop correspondent, held most of the wheat that was in farmers hands this spring. The report for this county made the total amount of wheat in farmers hands less than half of what there was in the possession of the two brothers alone. They were bullish on the market and evidently that it needed bolstering up.

The Illinois state reports differ by an enormous percentage from the federal crop figures and on the face of them somebody must be wrong. Why don't the federal and state officials get together and harmonize their reports on acreage and yield?—J. C. M.

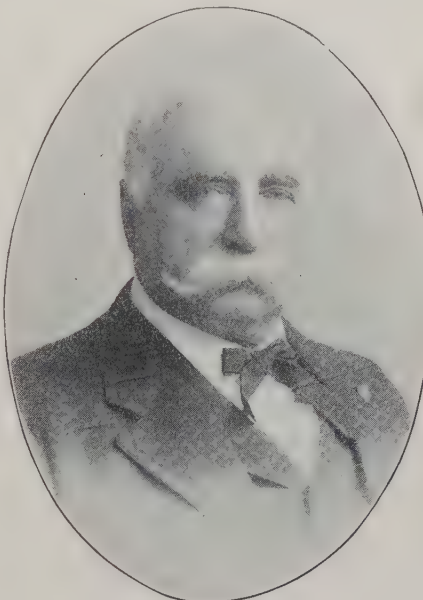
The merchant who thinks he can get rich quick by monkeying with some other business than his own will soon find his bank account shrinking like a snowbank in the May sun.

### New Chief Inspector for Kansas.

D. R. Gorden has been appointed chief grain inspector for Kansas to succeed John T. White, who during his brief term of office effected a great reform in its administration.

Like his predecessor Mr. Gorden has had some experience in the grain business, an experience which is well calculated to educate him on the shortcomings of politically managed public service. For thus seeking out practical business men of experience to direct the affairs of the Kansas State Grain Inspection Department the governor of that state deserves due credit.

During 1870 W. B. Giles and D. R. Gorden formed a partnership at Abilene under the firm name of Giles & Gorden to buy and ship grain. This firm bot all kinds of grain at Abilene and other points, being a pioneer firm in central Kansas, and having shipped grain to Kansas City before the organization of



D. R. Gorden,  
Chief Inspector of Kansas.

the present Board of Trade. A very extensive and profitable business was the result of its 25 years' duration. A portrait of Mr. Gorden is reproduced in the engraving herewith.

### Exports of Breadstuffs.

Our exports of breadstuffs during the nine months prior to April 1 included 38,962,856 bus. wheat, 27,363,768 bus. corn, 980,720 bus. oats, 201,671 bus. rye, 4,097,720 bus. barley and 7,418,594 bbls. of wheat flour, compared with 61,975,006 bus. wheat, 28,854,786 bus. corn, 1,354,975 bus. oats, 1,263,937 bus. rye, 6,120,850 bus. barley and 8,843,231 bbls. of wheat flour exported during the nine months prior to April 1, 1909. The total value of all breadstuffs exported during the nine months ended March 31 was \$102,866,822 against \$132,073,659 during the corresponding period prior to April 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

The night letter telegraph service has been extended to Canadian points.

Broom corn amounting to several thousand tons is said to have been imported this season from Hungary on account of high prices in the United States.

### Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. R. I. & P. 33759 passed thru Holland, Ia., Apr. 21, leaking white oats at end of car. Train did not stop long enough for me to fix it.—Peter Knepper, mgr. Farmers Eltr. Co., Holland, Ia.

C. of N. J. 35556, loaded with shelled corn, passed thru Winchester, Ind., Apr. 16, in Big Four train going east, leaking very badly from hole in car floor. Corn was running out in a stream, certainly at the rate of one bushel per five minutes.—J. Vining Taylor, sec'y. National Hay Ass'n.

Car. No. 200813 (corn) on the Milwaukee road was leaking from the grain door while in the yards at Cedar Rapids, Ia., Apr. 11. Two other cars on that train were leaking, but I was unable to read the numbers as the train was in motion.—W. Bland, Minneapolis, Minn.

N. P. 41455 passed thru Medina, N. D., Apr. 5 leaking wheat at grain door; car door open.—H. F. Glade, agt. Powers Eltr. Co.

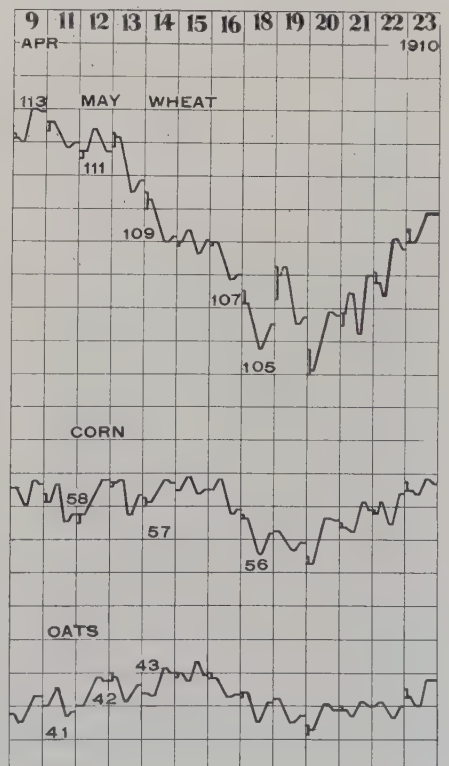
I & G N 2423 went east thru Hector, Minn., Apr. 2 leaking barley badly between sheathing and sill on side, and under car between floor and side sill.—Agent Victoria Elevator Co.

L. & N. No. 5738 on siding at Britt, Ia., Mar. 28; one side door gone; grain door sprung and leaking corn badly underneath. Looked like it had been repaired and patch torn off. No seal on opposite side door.—C. E. Buzick.

Southern 35646 which we reported in the last issue as passing thru Raymond, Ind., on the C. C. & L. Mar. 24, leaking at right side of car, we believe contained barley instead of wheat. Train was running past our eltr., and upon examination we found more barley than wheat.—Stafford & Murray, Oxford, O.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Apr. 25 are given on the chart herewith.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are all-

### COLORADO.

Rocky Ford, Colo., Apr. 20.—Alfalfa and wheat in this section look fine and promise good crops.—Furman R. Cline, mgr. Cheraw Alfalfa Mfg. Co.

### ILLINOIS.

Augusta, Ill., Apr. 23.—Wheat and oats all shipped out. Growing wheat will make half crop. Large acreage of oats looking fine.—Lohr & Lummis.

Stronghurst, Ill., Apr. 20.—Recent snow and rain have put a stop to all farming operations in this section. Only a small amount of corn has been planted. Good seed corn scarce. Winter wheat, in some places, badly spotted. Acreage winter wheat increased 30% over year preceding. Thirty-five per cent corn and 20% of oats back in farmers' hands. Large acreage of spring wheat and oats has been sown.—W. Daugherty, agt. W. H. Perrine & Co.

### INDIANA.

Elnora, Ind., Apr. 13.—Fine prospect for wheat and oats in Daviess County, Ind. All our farmers are putting out large corn acreage.—John Carress, mgr. for C. M. Lemon.

Leesburg, Ind., Apr. 15.—Wheat very spotted; I think we will have 50% of a crop; medium acreage; about 20% in farmers' hands. Oats coming up fine; medium acreage; about 15% in farmers' hands. Now plowing for corn; 15% in farmers' hands. All crops need rain; ground very dry.—Wm. Baugher, mgr. eltr. Leesburg Grain & Mfg. Co.

### IOWA.

Des Moines, Ia., Apr. 12.—Acreage of winter wheat in this state is largely situated along the Missouri River valley and in the southeast section and the acreage originally sown last fall, as indicated by reports, is: Northern section, 101%; central section, 106%; southern, 106%; average for the state about 104% compared with that of last year. Acreage abandoned in northern section, 2%; central, 4%; southern, 18%. Growth condition based on normal in northern section is 93%; central, 99%; southern, 79%. Reports promise a total production of winter wheat compared with last year, in the northern section, 103%; central, 105%; southern, 89%; making an average of 99%. The acreage in the southern section is larger than elsewhere, so the average is, in fact, less than 99%, as the promised crop is so much less in this section than in the others; thus, a slight decrease in the production of winter wheat is promised for the state under present conditions. Most of the spring-husked corn is poor in quality and is being largely fed on the farms. Nineteen per cent of the wheat, 30% of the corn and 25% of the oats of last crop remain in farmers' hands.—G. A. Wells.

### KANSAS.

Solomon, Kan., Apr. 15.—Wheat will make 50% of a crop.—C. Heller, prop. Solomon Roller Mills.

Salina, Kan., Apr. 14.—Wheat, 50% damaged. Oats good.—Geo. F. Warren, mgr. Lee-Warren Mfg. Co.

Salina, Kan., Apr. 14.—Wheat in poor condition, 3% damaged. Oats good.—I. A. Pribble, mgr. Salina Produce Co.

Culver, Kan., Apr. 19.—Wheat damaged 50%. Considerable corn will be planted.—O. N. Mayo, agt. Midland Elev. Co.

Sylvan Grove, Kan., Apr. 20.—Wheat damaged 25%. Farmers now planting considerable corn.—M. E. Wunderlich.

Ellsworth, Kan., Apr. 14.—About 50% of the wheat is killed. Oats fine, acreage 90% greater than last year.—S. C. Groth.

Solomon, Kan., Apr. 15.—Oats looking fine, acreage is 2 or 3 times as large as last year.—C. B. Zeek, agt. Hoffman Eltr. Co.

Luray, Kan., Apr. 21.—Wheat looking fair; the high winds have damaged it some, 45% killed.—M. F. Fritts, agt. Midland Eltr. Co.

Waldo, Kan., Apr. 21.—Wheat about 50% damaged, 5% of old wheat in farmers' hands.—J. R. Carr, agt. Shellabarger M. & E. Co.

Lucas, Kan., Apr. 21.—Wheat will make 15 bu. to the acre with favorable weather from now on.—Chas. Van Cura, Van Cura Bros.

Lincoln, Kan., Apr. 19.—We will have about 30 or 40% of a wheat crop this year, 5% of the wheat in farmers' hands.—F. W. Herman.

Little River, Kan., Apr. 13.—No wheat to speak of. Oats acreage three times as large as last year.—J. L. Clem, agt. Colburn Bros.

Palco, Kan., April 22.—Wheat is damaged 20% on account of the high winds and dry weather.—E. Rodgers, agt. Western Star Mill Co.

Palco, Kan., Apr. 21.—According to reports wheat is looking good and damage does not exceed 25%.—C. H. Wagner, agt. C. E. Robinson.

Solomon, Kan., Apr. 15.—Growing wheat is in poor condition; 8% of the wheat in farmers' hands.—E. C. Dowling, mgr. Farmers Eltr. Co.

Kanapolis, Kan., Apr. 14.—Growing wheat about 50% damaged. Oats coming out good; acreage 50% larger.—T. E. Holt, agt. Ellsworth M. & E. Co.

Lincoln Center, Kan., Apr. 19.—About 60% of the wheat killed, 5% of the wheat still in farmers' hands.—J. F. Linker, agt. Shellabarger M. & E. Co.

Salina, Kan., Apr. 14.—Wheat damaged 50%. Farmers are plowing it up and planting corn.—F. D. Shellabarger, mgr. Shellabarger Mill & Elev. Co.

Luray, Kan., Apr. 21.—Farmers are planting corn now. Oats acreage three times that of last year.—C. M. Ramsey, agt. Western Star Mills.

Vesper, Kan.—Ground is in fine condition and with favorable weather we will have a large corn crop.—J. A. Mattson, mgr. Farmers Elev. Co.

Plainville, Kan., Apr. 22.—Five per cent of the wheat in farmers hands. More corn going in this spring than usual.—B. F. Henrie, Stucky & Henrie.

Lincoln, Kan., Apr. 19.—Wheat looking poor. Farmers are plowing up their wheat and putting into corn; a few oats will be sown also.—C. E. Robinson.

Luray, Kan., Apr. 21.—We will have 75% of a wheat crop, 25% increase in acreage, 50% killed, 10% of wheat in farmers' hands.—G. W. Zarn, agt. C. E. Robinson.

Riverdale, Kan.—About 80% of wheat crop damaged; acreage same as last year. Chinch bugs are killing wheat and we need rain.—C. E. Loring, agt. Tom Bell.

Newton, Kan., Apr. 12.—Fully 90% of wheat damaged; planting corn and oats instead; 15% of wheat in farmers' hands.—C. W. Bleuler, mgr. Eagle Mfg. Co.

Beverly, Kan., Apr. 19.—Wheat in poor condition, about 50% damaged. Corn acreage considerably larger than last year.—T. F. Webb, agt. Midland Eltr. Co.

Vesper, Kan.—Growing wheat is damaged fully 50% and farmers are planting corn and oats instead; 10% of old wheat in farmers' hands.—Sam Brumbaugh.

Ellsworth, Kan., Apr. 14.—About 50% of a normal crop of wheat; a good stand of oats. Considerable corn will be planted.—F. D. Sperry, sec'y Ellsworth Mill & Elev. Co.

McPherson, Kan., Apr. 13.—Fully 95% of the wheat is killed; therefore a larger acreage of corn and oats than this county has ever had.—A. Ludlum, pres. Pearl Mills.

Lucas, Kan., Apr. 21.—Wheat acreage is 15% larger than last year; about 35% damaged. Considerable corn will be planted.—Clyde Mansfield, agt. Midland Eltr. Co.

Plainville, Kan., Apr. 22.—Oats are looking very well, acreage 100% comp. with last; 15% of the wheat in farmers hands.—C. N. Burroughs, Plainville M. & Eltr. Co.

Loraine, Kan., Apr. 13.—About 50% of the wheat will be abandoned and put into oats and corn; not over 5% of wheat in farmers' hands.—H. M. Groth, agt. S. C. Groth & Co.

Pearl, Kan.—Wheat poor. We may have 25% of a crop. Oats acreage much larger than last year. Farmers are now planting corn; ground in good condition.—C. Taylor.

Newton, Kan., Apr. 12.—Wheat damaged 90%; will have larger acreage of oats this year than ever before; 40% of the wheat and 25% of the corn in farmers' hands.—C. B. Warkentin, pres. Newton Mill & Eltr. Co.

Palco, Kan., Apr. 22.—Same acreage of wheat as last year, 5% of the wheat and 20% of the corn in farmers hands. Corn acreage will be 10% greater than last year.—E. M. Stull, mgr. Farmers & Merchants Eltr. Co.

Tescott, Kan., Apr. 18.—Wheat 50% damaged, some of remaining 50% is so thin the weeds will take it. Oats acreage is far larger than last year. Considerable corn this year.—B. Salisbury, mgr. Tescott Grn., Coal & Lumber Co.

Tescott, Kan., Apr. 18.—Fully 50% of the growing crop killed. Oats looking well, acreage larger; 20% of wheat in farmers hands.—M. C. Mattson, agt. Midland Elev. Co.

Doniphan and Brown Counties, Kan., will not get seed; Kansas and Nebraska will average about equal, 50% damage.—W. H. Frederick, Frederick Eltr. Co., St. Joseph, Mo.

Little River, Kan., Apr. 13.—All the wheat is killed. Oats up and good; acreage three times as large as last year. Corn acreage will be more than doubled.—Geo. M. Hoffman.

Loraine, Kan., Apr. 13.—Farmers are plowing up their dead wheat to put it into corn and oats. Oats are up fine, but need moisture.—C. D. McIlree, agt. Ellsworth Mill & Eltr. Co.

Ellsworth, Kan., Apr. 14.—Wheat fully 50% damaged. Oats up and fine. We anticipate a large crop of corn. Not over 10% of wheat in farmers' hands.—Aaron Kipp Grain & Coal Co.

Culver, Kan., Apr. 19.—Bottom land wheat is in fair condition, all of the hill wheat is killed. We will have a large corn crop this year.—J. E. Hughes, agt. Culver Grain & L. S. Assn.

Sylvan Grove, Kan., Apr. 20.—Wheat looking good; 7% of the wheat in farmers' hands. Oats in fine condition and acreage double that of last year.—C. G. Kistler, agt. Midland Elev. Co.

McPherson, Kan., Apr. 13.—Practically all the wheat in McPherson County is dead. Good prospect for oats; acreage 20% larger. Corn acreage will be doubled.—J. J. Wall, mgr. Wall-Rogalsky Mfg. Co.

Chapman, Kan., Apr. 15.—Oats in good condition, but need rain, acreage is 3 times as large as last year. Expect a larger crop of corn than ever before.—John Carroll, mgr. Carroll Mfg. Co.

Sylvan Grove, Kan., Apr. 20.—Wheat is damaged about 50%. Corn and oats acreage will be considerably larger than for many years; oats in fine condition.—S. Frey, mgr. Farmers Elev. Co.

Weillington, Kan., Apr. 9.—About 40% of our wheat is damaged; majority of the wheat plowed up will be put into corn, of which we expect to raise a large crop.—F. E. Smith, mgr. Aetna M. & E. Co.

Sylvan Grove, Kan., Apr. 20.—Wheat acreage same as last year. Three cars of seed oats have been sold here; not over 10% of the wheat in farmers' hands.—H. C. Latto, mgr. Latto & Robinson.

Mound Ridge, Kan., Apr. 13.—Fully 50% of the wheat acreage has been put into other crops. Acreage of oats will be triple that of last year; corn double.—D. R. Krehbell, secy-treas. Mound Ridge Mill Co.

Solomon, Kan., Apr. 15.—Oats are up and are in fair condition. Corn is being planted now and the acreage will be considerably larger than last year.—I. L. Gillingham, agt. Shellabarger M. & E. Co.

Enterprise, Kan., Apr. 16.—Wheat will make 25% of a crop. Oats in fine condition, acreage twice that of last year. Corn planting now on and we look for a larger crop than ever before.—Hoffman Eltr. Co.

Waldo, Kan., Apr. 21.—Wheat damaged 50%. Much of the wheat ground will be put into feed and corn. Oats look good; 4 times as many sowed this year as last.—H. F. Bradshaw, mgr. Farmers Elev. Co.

Riverdale, Kan., Apr. 9.—Wheat full of chinch bugs and ground full of cracks; unless we get a big rain to close up the cracks the chinch bugs will destroy the entire crop. Not over 3% of wheat and 50% of corn in farmers' hands.—F. Strong.

Garden City, Kan.—Growing wheat crop badly winter killed, probably 30%. Larger acreage will be put into spring grain than ever before. Now sowing barley and oats and ground is in good condition.—L. A. Dockum, Dockum & Whitaker Mill Co.

Plainville, Kan., Apr. 22.—Will have 75% of a crop of wheat, but are in need of a good rain; a very small per cent of the old crop in farmers hands. The bulk of the damaged wheat ground will be put into corn.—C. H. Stam, agt. Hoffman Elev. Co.

Loraine, Kan., Apr. 13.—We will have 80% of a wheat crop this year on same acreage as last. Oats acreage five times as large and in fine condition. More corn will be planted here than in the past ten years.—C. Jamsseon, mgr. Loraine Gr'n, Fuel & L. S. Co.

Mound Ridge, Kan., Apr. 13.—We will not have over 10% of a wheat crop. Farmers are plowing up their wheat ground to plant corn and barley. Oats are up and looking well, but need rain; acreage is 10 to 1 of last year.—H. H. Pfautz, mgr. Farmers Elev. Assn.

Atchison, Kan., Apr. 12.—Wheat prospects poor on account of winter killing; will not have more than 30% of an average crop; but, in consequence, a larger acreage of corn. Both corn and oats should increase in proportion to decrease of wheat.—S. R. Washer.

Zurich, Kan., Apr. 22.—Wheat in fair condition, 25% damaged, some wheat is thin and the weeds will take it, acreage is the same as last year; 10% of the wheat in farmers' hands. Acreage of corn will be 15 or 20% larger than last year.—E. R. Wentworth, agt. Midland Eltr. Co.

Sedgwick, Kan., Apr. 12.—Wheat very badly damaged; prospects of 25 or 30% of a crop, acreage 100% compared with last year. Large acreage of corn and oats this year on account of plowing up so much wheat. About 7% of the wheat and 20% of corn still in farmers' hands.—Barkemeyer Grain Co.

Wellington, Kan., Apr. 9.—About 1/3 of the wheat is or will be plowed up; the other 2/3 damaged from 20% to 30% under the most favorable conditions. In consequence farmers are putting out an immense acreage of corn and oats. About 3% of the old wheat in farmers' hands.—G. H. Hunter, mgr. Hunter Mlg. Co.

Abilene, Kan., Apr. 16.—About 65% of the wheat will be abandoned and put into oats and corn; half of the remaining crop will not make 1/3 of a stand. Oats are showing up well; larger acreage than last year. Farmers are now planting corn on a large acreage; 15% of the wheat in farmers' hands.—E. S. Engle, pres. Abilene Mlg. Co.

Wellington, Kan., Apr. 9.—Wheat not in good condition; probably will have 50% of a crop. Much late sown wheat was winter killed; most of that killed is on flat black land, the sandy land stood the winter fairly well. Big acreage of oats going in and much corn will be planted. About 10% of the wheat and 30 or 40% of the corn in farmers' hands.—W. G. Moodie, secy. Wellington Mlg. Co.

Topeka, Kan., Apr. 14.—Reports from correspondents show the condition of growing wheat in Kansas, Apr. 1, to be 59.6%, compared with 83.2% on same date last year. Per cent of last year's wheat crop in farmers' hands, Apr. 1, 6.7, against 1.7 last year at same date. Corn in farmers' hands, 20%; last year, same date, 13.2%. Thirty-one Kansas counties showed a decrease in acreage last fall while 20 showed an increase. Reports indicate that the total acreage sown to winter wheat last fall was about the same as in the fall of 1908, 6,433,926 acres. The counties in the northeastern and south central part of the state show the poorest condition on account of dry weather. Fall sowing was delayed in many of those localities and much of the wheat now abandoned was planted unusually late. Damage in the western third of the state was caused by high winds during the last week in March. Moisture is badly needed. The same is true of southern Nebraska, where 90% of the winter wheat is produced.—E. J. Smiley, secy-treas. Kansas Grain Dealers Ass'n.

## MINNESOTA.

Hancock, Minn., Apr. 21.—Seeding is practically finished. Movement of grain is very slow.—J. S. Danens, mgr. Hancock Market Co.

Wylie, Minn., Apr. 11.—Seeding is just now in full blast. Reports of conditions in the Northwest are incorrect, as they are all about one to two weeks ahead of time, as is generally the case.—C. B. Cruzen, mgr. Farmers Eltr. Co.

Luverne, Minn., Apr. 19.—The dry spell has been broken here by a heavy rain followed by freezing weather, but do not consider the crops damaged to any great extent. Farmers are very particular about seed corn and seem to be getting plenty of good seed. Small grain that is up is looking fine and was all seeded under very favorable conditions.—E. H. Moreland.

Minneapolis, Minn., Apr. 19.—The snow which fell during the storm that began Apr. 16 is almost equal to a fertilizer to the growing crops, but the storm will delay the finish of seeding in the Red River valley and other parts of North Dakota. Small grain is practically all in the ground in southern Minnesota and South Dakota. Farmers are now preparing ground for corn. Barley and oat crops are fully half seeded and much new breaking is being done. Every indication promises an increase in acreage of all grain crops this year. In South Dakota prospects indicate a big increase in flax and corn; in North Dakota the principal increase will be in wheat and flax; in Minnesota the largest increase will be in wheat.—The Van Dusen-Harrington Co.

## MISSOURI.

St. Joseph, Mo., Apr. 12.—Farther west on the Grand Island the damage is 10 to 50%; increased acreage will offset damage; nice rains the past three days; corn plowing is thirty days advanced; oats were sowed two to four weeks earlier and are coming up in fine condition; corn acreage is increased probably 15%; northern Kansas corn crop is increased 25%; nearly all the abandoned wheat is being put into corn; the state of Kansas has 65,000,000 bus. of wheat.—F. R. Warrick, mgr. Elwood Grain Co.

Kansas City, Mo., Apr. 19.—Present condition of growing wheat in Kansas promises a crop of 60,236,000 bus., or 20,723,000 bus. less than last year. These figures result from a compilation of more than 700 crop reports and from personal inspection of Kansas fields. A large part of the crop in the big central Kansas wheat belt has been winter killed; the balance left standing in this area is thin, feeble and very poorly stood. Weeds will take much of this thin wheat and will also reduce its quality. Forty-eight Kansas counties report a loss of 24,201,000 bus.; 22 counties report a gain of 3,568,000 bus. We figure that 19 or 20 western counties may have a larger yield than last year under favorable conditions and that it is possible for Kansas to raise more than 60,000,000 bus.; but probable that the yield will be less, because the western counties rarely average better than last year's yield. Out in the dry belt in the western end of the state we have something like 100 miles of territory east and west and 200 north and south, containing good growing wheat, well stood, of fine color and ample moisture. About 104% or 8,344,000 bus. of old wheat back in Kansas farmers' hands.—Fordyce B. Logan, vice pres. Logan Bros. Grain Co.

## NEBRASKA.

Sargent, Neb., Apr. 20.—Wheat crop damaged 50%; not badly hurt at Bradshaw.—J. H. Currie.

Hastings, Neb., Apr. 11.—Wheat in Adams county is as good as any in the state.—J. S. Hamilton, Hastings Mlg. Co.

Octavia, Neb., Apr. 15.—About 25% of the wheat plowed up; about 50% of the remainder will make a crop.—L. M. Cook.

Hastings, Neb., Apr. 11.—Damage 15%; many spotted fields; wheat overgrown with weeds.—S. J. Owens, mgr. Farmers Grain & Supply Co.

Hastings, Neb., Apr. 11.—Crop injury in this section is about 20%; increased acreage 10%. About a 10% increase in corn acreage.—E. A. Twidale.

Lincoln, Neb., Apr. 9.—At Holdrege, Atlanta, Loomis and Bertrand 1/2 the crop was killed during the winter. Some of this will be planted in corn.—C. B. Seldomridge.

Holdrege, Neb., Apr. 9.—Wheat for a radius of five miles is dead; some spring wheat, oats and lots of corn will be seeded here.—E. E. Barber of H. O. B. & Son.

Hastings, Neb., Apr. 11.—About 10% of the wheat still in farmers' hands. Wheat condition good as a 10-years' average.—Chas. E. Barnes, agt. Nye-Schneider-Fowler Co.

Dalton, Neb., Apr. 21.—Wheat in good condition and a very large spring crop being sown, 50% increase. Ground in fine condition.—J. H. Foster of Dalton Co-operative Society.

Odell, Neb., Apr. 11.—Wheat is in a very poor condition; 80 to 85% of it will be plowed under and put to corn and oats; we need rain badly.—H. F. Freytag, agt. Central Granaries Co.

Scottsbluff, Neb., Apr. 1.—Most of the oats in farmers' hands; about 20 cars shipped out. Farmers have been paying more attention to alfalfa, hay and potatoes.—J. E. Armstrong.

Danbury, Neb., Apr. 23.—Ten days of northern wind has been doing great damage to wheat in western Nebraska and Kansas. Only 1/2-inch of rain in 60 days. Quite an acreage of barley being sown.—Edgar Eno.

Upland, Neb., Apr. 21.—About 20% of our wheat is damaged, but will have a good crop if we get rain before long. Farmers are holding considerable old corn and some wheat.—Thos. C. Lorenzen, agt. Peoples Grain, Coal & L. S. Co.

Spalding, Neb., Apr. 20.—Winter wheat crop is poor, but the shortage was made up by the sowing of spring wheat; large amount of grain at local eltrs.; much corn is still in the farmers' hands.—J. V. D., mgr. Spalding Eltr. Co.

Sedan, Neb., Apr. 21.—Have had very little rain in the last six weeks; many acres of wheat have been put to oats; most of the wheat fields are spotted and contain many weeds; wheat and corn moving slowly on account of low prices.—E. J. Bohling

Lincoln, Neb., Apr. 9.—Crop in the southeastern part of the state is damaged fully 35%; around Lincoln, 20%. I judge the loss the state over is 25%. Farmers are well along with plowing for corn; very little corn to be sold in South Platte country, but considerable in North Platte country, altho of very poor quality.—A. R. Roberts.

Manley, Neb., Apr. 15.—Not any corn moving now; two-thirds as much corn in farmers' hands now as last year; wheat and oats about 95 per cent of last year's crop; wheat is not doing well; oats are all sowed and coming up spotted, as we have had no rain since February; some snow this morning.—W. B. Essick, mgr. Manley Co-op. Grain Ass'n.

## NORTH DAKOTA.

Cumings, N. D., Apr. 11.—Conditions are fine for good seeding in the Red River Valley.—W. M. Breneman, agt. Duluth Eltr. Co.

## OHIO.

Xenia, O., Apr. 14.—Spring plowing is about completed; a good deal of corn is in the farmers' hands yet and some to husk; growing wheat is looking fine; we just had a good rain.—The Miami Grain Co.

## OKLAHOMA.

Oklahoma City, Okla., Apr. 20.—Heavy rains and local hailstorms have done considerable damage to the crop; too cold for cotton and corn.—McClellan Construction Co.

Watonga, Okla., Apr. 11.—No old corn left in the country; late rains have put the growing wheat in fine condition; large acreage of wheat planted; corn all planted and coming up nicely.—Robey Grain Co.

Oklahoma City, Okla., Apr. 11.—It is reported that the late general rains covered the entire wheat belt and from two to three inches of rain fell. This will place wheat in good condition and will be beneficial to the oats, as well as the corn, not yet come up. We are looking for at least a 20,000,000-bu. wheat crop this year.—C. F. Prouty, secy-treas. Okla. Grain Dealers Ass'n.

## SOUTH DAKOTA.

Viborg, S. D., Apr. 16.—Movement of grain is very slow; corn coming to market is a poor grade.—P. C. Dilley, agt., Duluth Eltr. Co.

Freeman, S. D., Apr. 16.—Cold northwest wind and snow has damaged some of the small grain, especially oats; wheat is about cleaned up; about 25 per cent of the marketable oats and 75 per cent of the corn are still in farmers' hands; seed corn is so poor that buyers are not anxious to buy corn; bad weather has delayed the movement of corn.—W. H. Borman, agt. Shandard Eltr. Co.

## TENNESSEE.

Nashville, Tenn., Apr. 21.—Corn is in an advanced stage; frost fell last night but it was not severe enough to cause material damage.—S.

## TEXAS.

Fort Worth, Tex., Apr. 23.—Growing grain is in splendid condition. Reports from practically every member of the Texas Grain Dealers' Ass'n show a condition of 102 for wheat and 100 for oats. The estimated average yield of wheat is 16.8 bu. per acre and of oats 40 bu. Both condition and acreage of corn are 102%. The condition of wheat is reported good in all counties save a few places in the lower Panhandle country. The condition of oats is reported good in nearly every county, but a few places have reported damage from freezing weather. The damage from this cause, however, is very little when the state is taken as a whole. The U. S. government report of Dec. 7 gave the Texas wheat acreage as 1,295,000. Based on the present condition, Texas can produce 21,895,000 bus. of wheat this year. However, in my opinion, the Texas wheat crop for 1910 will be about 16,000,000 bus. I have no reliable data as to the Texas acreage in oats. The government report for 1909 showed 615,000 acres planted in oats that year, and it is variously estimated that the increase for this year is 25 to 35%. Allowing ten per cent to cover losses in acreage from all causes, Texas should have about 725,000 acres in oats, and if we average 40 bus. per acre for the state, then we can produce 29,000,000 bus. of oats this year. Neither wheat nor oats is yet made, but with favorable weather for the rest of the growing season, it is not unreasonable to figure that Texas will make 25,000,000 bus. of oats this year.—G. J. Gibbs, secy Texas Grain Dealers Ass'n.

## WASHINGTON.

Mansfield, Wash., Apr. 7.—Half of the winter wheat is being re-sowed to spring wheat.—D. W. Tomlinson, mgr. Mansfield Eltr. & Whse. Co.

## Alleged Discrimination in Favor of New York.

The Philadelphia Commercial Exchange held its first public hearing Apr. 7 on the alleged discrimination by the railroads in favor of New York in rates on grain for export.

Frank L. Neall, for the Commercial Exchange, read a specific statement detailing the items and services that go to make up the sum total of expense in handling grain thru the different ports. This was confirmed by Geo. D. Dixon, freight traffic mgr., of the Pennsylvania Railroad, who read the following carefully prepared statement:

### NEW YORK AND PHILADELPHIA RATES COMPARED.

The present reshipping rates on grain, carloads, all rail, from Chicago, are in cents per 100 pounds:

To	Domestic.	Export.
New York.....	16	13
Philadelphia .....	14	12
Baltimore .....	13	11½

The distances by the lines via which the traffic moves are as follows, from Chicago via the Pennsylvania Railroad: To New York, 914 miles; to Philadelphia, 836 miles; to Baltimore, 808 miles.

The present rates, per bushel, on ex-lake grain, carloads, for export, from Buffalo and Erie, are as follows:

To	Wheat.	Rye.	Corn.	Oats.	Flax.	Bar.
New York....	5.5	5.25	4.75	3.7	5.5	4.75
Philadelphia ..	5.2	4.95	4.45	3.5	5.2	4.55
Baltimore ....	5.2	4.95	4.45	3.5	5.2	4.55

At New York, delivery is made thru a stationary elevator, thence to a barge alongside the ship. The grain is handled from barge to ship by floating elevator service, performed for all roads by the International Grain Elevating Co. While the railroad rate includes the cost of delivery alongside the ship, there is an additional charge made by the floating elevator company for placing the grain in the hold of the ship, of 9-10 of a cent per bu. No grain is delivered directly to ships by any of the railroads in New York harbor, for one reason, among others, that it is impossible for the modern tramp ship to come physically alongside of the elevators. If it were possible for tramp ships to take grain directly from the stationary elevator, the charge provided therefor is ½ of a cent per bu. plus ¼ of a cent for ten days' storage.

At Philadelphia, the process of delivery is substantially the same as at New York, except that the floating elevator service is owned and performed by the Girard Storage Co., which also owns and operates the stationary elevator. The charge made for this service is ¾ of a cent, or 15-100 of a cent less than the charge in New York. A proportion of the grain exported from Philadelphia is taken in tramp ships, which take their cargo directly by spout from the elevator, and the same charge is made for delivery. In other words, there is a charge for the handling of grain to ships at Philadelphia of ¾ of a cent, whether the grain is delivered direct to ships or whether it must be barged and then elevated alongside the ship by the floating elevator.

The average proportion of grain coming over the Pennsylvania Railroad and delivered directly to ships at the elevator or lightered from 1902 to 1909, both inclusive, was: Lightered, 32,897,543 bus., or 58½%; delivered direct to vessel, 23,361,516 bus., or 41½%.

At Baltimore, all grain is delivered directly from the elevator to ships, whether tramp or regular line; in other words, neither the elevator company nor the railroad performs any additional service in respect to barging or floating elevator work.

As a result, on grain exported via New York, coming all rail, the railroad rate is 1 cent per 100 pounds above Philadelphia, and an additional charge must be paid by the owner of the grain to place it on board ship of 9-10 of 1 per cent per bu.; whereas, at Philadelphia, the railroad rate is 1 cent per 100 pounds less than New York, and the charge for the service placing it on board ship is ¾ of a cent per bu. or 15-100 of 1 cent per bu. less than for substantially the same service at New York.

Referring to the elimination of the elevation charge of ¾ of a cent per bu. at Philadelphia on traffic delivered in full cargoes to steamers alongside of elevators, this would be followed at once by the cancellation of the same charge at other ports, and, as in effect today, steamers



E. J. Furlong, Milwaukee, Wis.  
Pres. Chamber of Commerce.

## New President of Milwaukee Chamber of Commerce.

After one of the most spirited campaigns ever held for the office of pres. of the Milwaukee Chamber of Commerce, Mr. E. J. Furlong was successful in being elected. After a strenuous canvass of the members of the chamber, a vote was polled, which on being counted showed that for the first time in the history of the association the vote was a tie. On the second vote made necessary because of this tie, Mr. Furlong was successful.

Mr. Furlong joined the Milwaukee Chamber of Commerce in 1891 and was for some years in the cash grain business, but left this to become manager of Paine-Webber & Co.'s Milwaukee house, which position he has filled for the past four or five years. Mr. Furlong held the office of director of the Chamber of Commerce from 1902 to 1909, when he was elected first vice president, and for the year 1910 at least he will be known as president.

A photograph of Mr. Furlong is reproduced herewith.

## The St. Louis Merchants Exchange

St. Louis, the principal city on the longest river in North America, has the advantage of transportation facilities accorded to no other city. The contemplated development of our inland waterways by the federal government will add to the advantages this city enjoys as an ideal location for the assembling and distribution of manufactured goods and raw materials produced from the soil. This city lies in the very heart of the great agricultural portion of the United States and is served by great railway systems diverging in all directions.

Over the thirty avenues of rail and river there arrived at St. Louis during 1909 21,432,000 bus. of wheat, 22,719,000 bus. of corn, 18,582,000 bus. of oats, 2,837,000 bus. of barley and 244,000 bus. of rye, a total of 68,815,261 bus., placing this city near the head as a great primary grain market. The receipts of wheat last year were the largest in five years. Of all grain there was received in 1908 70,967,740 bus., and in 1907 86,474,589 bus.

The grain elevators of St. Louis have a storage capacity of 11,952,000 bus. in seven public and 31 private houses. The plants furnish every facility for the care of grain consigned to that market, where the interests of shippers are carefully looked after by no fewer than 48 live, aggressive grain firms, most of whom have their offices in the Merchants Exchange.

The activity of trade in grain is shown by the scene on the floor of the Merchants Exchange depicted in the engraving herewith. A few of the 1,546 members of the Board are shown in action and a good view is given of the quotations blackboard, said to be the largest in the world.

## Reparation Allowed.

Refunds of overcharges have been granted by the Interstate Commerce Commission to the Albert Dickinson Co., of Chicago, and Hufnagle & Miller of Red Key, Ind.

Grouse are damaging many fields in South Dakota this spring by eating off the tender shoots of the wheat, oats and particularly alfalfa. The birds have become a nuisance.

going to our elevators in Jersey City, Philadelphia or Baltimore, the grain must pay the ¾ of a cent per bu.

Elimination of this charge would mean in Baltimore no charge whatever to regular line steamers or tramp steamers, as they all take their cargoes direct from the elevator, while in Philadelphia the regular line steamers would have to come to our elevator for the grain or else pay some one the cost of bringing the grain from the elevator to them, which service would naturally be saved if the regular line steamers came to the elevator.

In New York the situation might be different, as I doubt whether the steamers could or would go to the elevators in any case, as the elevating service in the harbor is performed for all roads by the International Grain Elevating Co., and it would naturally follow that carriers handling grain through New York would absorb this charge to meet the situation at Philadelphia and Baltimore, brought about by the elimination of the ¾ of a cent charge.

De Witt Irwin, of Philadelphia, read a long statement. He emphasized the point that, assuming ocean rates are no more from Philadelphia than New York, the shipper saves a little by exporting wheat thru Philadelphia.

Mr. Neall stated that while the charge for elevating grain from the barge to the ship at New York was 9/10 of a cent per bu., the cost of that service does not exceed ¼ of a cent, and that this margin of profit in the past had been manipulated to cover rebates to the shipper.

Warner Howell of the Pennsylvania Railroad: Is it not a fact that the railroads are forced to put the grain alongside the vessels at New York because the canal barges deliver their grain alongside?

Mr. Neall: The competition of the canal at the present time is small and not ¼ of the business is done by canal.

The Great Western Cereal Co. for the past two years has been passing sinking fund payments on the first mortgage 6 per cent bonds, which are outstanding to the amount of \$1,025,000 and which will come due in 1921.

It's mighty strange the influence which suggestion has upon one's mind. An Indiana grain dealer who handles hay on the side suffered so intensely last fall from hay fever, that he could not refrain from sneezing every time he passed a grass widow.



Part of the Trading Floor of the St. Louis Merchants Exchange. [For description see facing page.]

## Worth of Grain on Dry Matter Basis.

As a guide to a better understanding of the relative values of commercial corn upon a dry-matter basis the Bureau of Plant Industry of the Dept. of Agriculture has calculated the table given herewith, showing the comparative value of the dry matter of grain containing from 12 to 25 per cent of moisture, at prices ranging from 40c to \$1 per unit of measure. The comparative values will apply to all grains, tho the percentage of moisture in other grain is slightly less than in corn. Thus, if grain containing 12 per cent of moisture is worth 40c per bu. (or other unit of measure) then grain containing 22 per cent of moisture is worth 35.45c and grain containing 25 per cent of moisture is worth 34.09c on the same basis, because corn containing 12 per cent of moisture at 40c per bu. contains 88 per cent of dry matter, and each

1 per cent. of dry matter is therefore worth 1/88 of 40c, which equals .4545+ of 1 per cent; corn containing 22 per cent of moisture which contains but 78 per cent of dry matter would, on the same basis, be worth  $78 \times .4545+$  of 1 cent, or 35.45c per bu., and corn containing 25 per cent of moisture and 75 per cent of dry matter would be worth  $75 \times .4545+$  of 1 cent, or 34.09c, per bu. on a dry-matter basis. The worth of each 1 per cent of dry matter for each price per unit of measure given is shown in the column at the right of the table.

The table may be used either way to ascertain these relative values. As, for instance, if a maximum of 16 per cent of moisture is allowed in No. 2 corn and that grade of corn is worth 70.64c per bu., then corn of the same grade containing only 12 per cent of moisture would be worth 74 cents per bu., while corn containing 22 per cent of moisture would be worth but 65.59 cents per bu. on a dry-matter basis.

## Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Rules governing the furnishing of temporary doors for grain, effective Apr. 30, are announced by the N Y A & L, in ICC No 23.

The B & O has filed Sup 3 to ICC No 8981 quoting rates on grain and grain products from stations on B & O to eastern and interior points, effective May 13.

In ICC No 2310 the Wabash has quoted rates on corn from Chicago, Ill., and Toledo, O., to points in New Brunswick, Nova Scotia and Ontario, effective May 8.

Rules governing grain and grain products handled under transit privilege at Decatur, Ill., effective May 7, are announced in ICC No 2479 by the C H & D.

Sup 2 to ICC No 3779, effective May 7, has been filed by the Mich Cent, quoting rates on grain and grain products from stations on Mich Cent to eastern and Canadian points.

In ICC No 2456 the Vandalia has quoted rates on grain and grain products from St. Louis, Mo., and stations on Vandalia to eastern, New England and Canadian points, effective May 7.

The B & O has filed Sup 11 to ICC No 8395 quoting rates on grain and grain products from stations in Ohio to Menominee, Mich., via Ann Arbor, restoration of lake navigation, effective Apr. 13.

Sup 9 to ICC No B1500, effective May 15, has been filed by the C M & St F, quoting rates on flax and millet seed, wheat, corn, rye, oats, barley and mill-stuffs between Chicago, Ill., and points in Iowa.

Rules governing temporary doors furnished to cars for shipments of bulk grain, effective Apr. 5 between points in Canada and May 6 from and to points in U. S., are announced by the Can. Pac. in ICC No W385.

Sup 1 to ICC No 4749, effective May 8, has been filed by the C Gt West, quoting rates on barley, corn, flaxseed, flour, millet seed, oats, rye and wheat between points in Illinois and stations on C Gt West and connections.

Sup 2 to ICC No A2504, effective May 15, has been filed by the L S & M S, quoting rates on grain and grain products from stations on L S & M S to points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and West Virginia.

Sup 4 to ICC No 5095, effective May 15, has been filed by the C C C & St L, announcing rates on grain and grain products from stations on C C C & St L and connections to Baltimore, Boston, New York, Philadelphia and other eastern points.

Sup 1 to ICC No 9854, effective May 12, has been filed by the C B & Q, announcing rates on grain products from stations on C B & Q on and east of Mississippi River to Memphis, Tenn., Mobile, Ala., New Orleans, La., and lower Mississippi Valley points.

Sup 4 to ICC No 9741, effective May 15, has been filed by the C B & Q, announcing rates on grain, grain products and seeds between stations in Kansas, Missouri, Nebraska, Iowa and points in Illinois, Missouri and Minnesota, also stations in Iowa and Missouri and stations on Gt Nor.

Moisture content and relative worth per unit of measure

12 per cent.	13 per cent.	14 per cent.	15 per cent.	16 per cent.	17 per cent.	18 per cent.	19 per cent.	20 per cent.	21 per cent.	22 per cent.	23 per cent.	24 per cent.	25 per cent.	Worth of each 1 per cent dry matter.
Cents.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cents.
40.00	39.54	39.09	38.63	38.18	37.72	37.27	36.81	36.36	35.91	35.45	35.00	34.54	34.09	0.4545+
41.00	40.53	40.07	39.60	39.14	38.67	38.20	37.74	37.27	36.81	36.34	35.87	35.41	34.94	.4659+
42.00	41.53	41.05	40.57	40.09	39.62	39.14	38.66	38.18	37.71	37.23	36.75	36.27	35.80	.4773+
43.00	42.51	42.02	41.53	41.04	40.55	40.07	39.58	39.09	38.60	38.11	37.62	37.13	36.65	.4886+
44.00	43.50	43.00	42.50	42.00	41.50	41.00	40.50	40.00	39.50	39.00	38.50	38.00	37.50	.5000
45.00	44.49	43.98	43.47	42.96	42.45	41.93	41.42	40.91	40.40	39.89	39.38	38.87	38.36	.5114+
46.00	45.47	44.95	44.43	43.91	43.38	42.86	42.34	41.82	41.29	40.77	40.25	39.73	39.20	.5227+
47.00	46.47	45.93	45.40	44.86	44.33	43.80	43.26	42.73	42.19	41.66	41.13	40.59	40.06	.5341+
48.00	47.46	46.91	46.37	45.82	45.28	44.73	44.19	43.64	43.09	42.55	42.00	41.46	40.91	.5455+
49.00	48.44	47.88	47.33	46.77	46.21	45.66	45.10	44.54	43.99	43.43	42.87	42.32	41.76	.5568+
50.00	49.43	48.87	48.30	47.73	47.16	46.59	46.02	45.46	44.89	44.32	43.75	43.18	42.62	.5682+
51.00	50.42	49.84	49.26	48.68	48.10	47.52	46.94	46.36	45.78	45.20	44.62	44.04	43.46	.5795+
52.00	51.41	50.82	50.23	49.64	49.04	48.45	47.86	47.27	46.68	46.09	45.50	44.91	44.32	.5909+
53.00	52.40	51.80	51.20	50.59	49.99	49.39	48.79	48.18	47.58	46.98	46.38	45.77	45.17	.6023+
54.00	53.38	52.77	52.16	51.54	50.93	50.32	49.70	49.09	48.47	47.86	47.25	46.63	46.02	.6136+
55.00	54.38	53.75	53.13	52.50	51.88	51.25	50.63	50.00	49.38	48.75	48.13	47.50	46.88	.6250
56.00	55.37	54.73	54.09	53.46	52.82	52.18	51.55	50.91	50.28	49.65	49.02	48.39	47.77	.6364+
57.00	56.35	55.70	55.05	54.41	53.76	53.11	52.46	51.82	51.17	50.52	49.87	49.23	48.58	.6477+
58.00	57.34	56.68	56.02	55.36	54.71	54.05	53.39	52.73	52.07	51.41	50.75	50.09	49.43	.6591+
59.00	58.33	57.66	56.99	56.32	55.65	54.98	54.31	53.64	52.97	52.30	51.63	50.96	50.29	.6705+
60.00	59.32	58.63	57.95	57.27	56.59	55.91	55.23	54.54	53.86	53.18	52.50	51.82	51.14	.6818+
61.00	60.31	59.62	58.92	58.23	57.54	56.84	56.15	55.46	54.78	54.09	53.39	52.68	51.99	.6932+
62.00	61.29	60.59	59.89	59.18	58.47	57.77	57.06	56.36	55.66	54.95	54.25	53.54	52.84	.7045+
63.00	62.28	61.57	60.85	60.14	59.42	58.70	57.99	57.27	56.56	55.84	55.12	54.41	53.69	.7159+
64.00	63.28	62.55	61.82	61.09	60.37	59.64	58.91	58.18	57.46	56.73	56.00	55.27	54.55	.7273+
65.00	64.26	63.52	62.78	62.04	61.30	60.57	59.83	59.09	58.35	57.61	56.87	56.13	55.40	.7386+
66.00	65.25	64.50	63.75	63.00	62.25	61.50	60.75	60.00	59.25	58.50	57.75	57.00	56.25	.7500
67.00	66.24	65.48	64.72	63.96	63.20	62.43	61.67	60.91	60.15	59.39	58.63	57.87	57.11	.7614+
68.00	67.22	66.45	65.68	64.91	64.13	63.36	62.59	61.82	61.04	60.27	59.50	58.73	57.96	.7727+
69.00	68.22	67.43	66.65	65.86	65.08	64.30	63.51	62.73	61.94	61.16	60.38	59.59	58.81	.7841+
70.00	69.21	68.41	67.62	66.82	66.03	65.23	64.44	63.64	62.84	62.05	61.25	60.46	59.66	.7955+
71.00	70.19	69.38	68.58	67.77	66.96	66.16	65.35	64.54	63.74	62.93	62.12	61.32	60.51	.8068+
72.00	71.18	70.37	69.55	68.73	67.91	67.09	66.27	65.46	64.64	63.82	63.00	62.18	61.37	.8182+
73.00	72.17	71.34	70.51	69.68	68.85	68.02	67.19	66.36	65.53	64.70	63.87	63.04	62.21	.8295+
74.00	73.16	72.32	71.48	70.64	69.79	68.95	68.11	67.27	66.43	65.59	64.75	63.91	63.07	.8409+
75.00	74.15	73.30	72.45	71.59	70.74	69.89	69.04	68.18	67.33	66.48	65.63	64.77	63.92	.8523+
76.00	75.13	74.27	73.41	72.54	71.68	70.82	69.95	69.09	68.22	67.36	66.50	65.63	64.77	.8636+
77.00	76.13	75.25	74.38	73.50	72.63	71.75	70.88	70.00	69.13	68.25	67.38	66.50	65.63	.8750
78.00	77.12	76.23	75.34	74.46	73.57	72.68	71.80	70.91	70.03	69.14	68.25	67.37	66.48	.8864+
79.00	78.10	77.20	76.30	75.41	74.51	73.61	72.71	71.82	70.92	70.02	69.12	68.23	67.33	.8977+
80.00	79.09	78.18	77.27	76.36	75.46	74.55	73.64	72.73	71.82	70.91	70.00	69.09	68.18	.9091+
81.00	80.08	79.16	78.24	77.32	76.40	75.48	74.56	73.64	72.72	71.80	70.88	69.96	69.04	.9205+
82.00	81.07	80.13	79.20	78.27	77.34	76.41	75.48	74.54	73.61	72.68	71.75	70.82	69.89	.9318+
83.00	82.06	81.12	80.19	79.23	78.29	77.34	76.40	75.46	74.51	73.57	72.63	71.68	70.74	.9432+
84.00	83.04	82.09	81.13	80.18	79.22	78.27	77.31	76.36	75.41	74.45	73.50	72.54	71.59	.9545+
85.00	84.03	83.07	82.10	81.14	80.17	79.20	78.24	77.27	76.31	75.34	74.37	73.41	72.44	.9659+
86.00	85.03	84.05	83.07	82.09	81.12	80.14	79.16	78.18	77.21	76.23	75.25	74.27	73.30	.9773+
87.00	86.01	85.02	84.03	83.04	82.05	81.07	80.08	79.09	78.10	77.11	76.12	75.13	74.15	.9886+
88.00	87.00	86.00	85.00	84.00	83.00	82.00	81.00	80.00	79.00	78.00	77.00	76.00	75.00	1.0000
89.00	87.99	86.98	85.97	84.96	83.95	82.93	81.92	80.91	79.90	78.89	77.88	76.87	75.81	1.0114+
90.00	88.97	87.95	86.93	85.91	84.88	83.86	82.84	81.82	80.79	79.77	78.75	77.73	76.70	1.0227+
91.00	89.97	88.93	87.90	86.86	85.83	84.80	83.76	82.73	81.69	80.66	79.63	78.60	77.56	1.0341+
92.00	90.96	89.91	88.87	87.82	86.78	85.73	84.69	83.64	82.59	81.55	80.50	79.46	78.41	1.0455+
93.00	91.94	90.88	89.83	88.77	87.71	86.66	85.60	84.54	83.49	82.43	81.37	80.32	79.26	1.0568+
94.00	92.93	91.87	90.80	89.73	88.66	87.59	86.52	85.46	84.39	83.32	82.25	81.18	80.12	1.0682+
95.00	93.92	92.84	91.76	90.68	89.60	88.52	87.44	86.36	85.28	84.20	83.12	82.04	80.96	1.0795+
96.00	94.91	93.82	92.73	91.64	90.54	89.45	88.36	87.27	86.18	85.09	84.00	82.91	81.82	1.0909+
97.00	95.90	94.80	93.70	92.59	91.49	90.39	89.29	88.18	87.08	85.98	84.88	83.77	82.67	1.1023+
98.00	96.88	95.77	94.66	93.54	92.43	91.32	90.20	89.09	87.97	86.86	85.75	84.63	83.52	1.1136+
99.00	97.88	96.75	95.63	94.50	93.38	92.25	91.13	90.00	88.88	87.75	86.63	85.50	84.38	1.1250
100.00	98.87	97.73	96.59	95.46	94.32	93.18	92.05	90.91	89.78	88.64	87.50	86.37	85.23	1.1364+

The following rates on malt only have been announced by the D T & I in ICC D201, effective, state, Feb. 28, interstate, Mar. 19. From Detroit to Cincinnati, 8c; Jeffersonville, Ind., 9c; Louisville, 10c; Madison, Ind., and New Albany, Ind., 9c.

ICC A7786, filed by the Ill Cent, effective Mar. 31, gives rates on grain and grain products from Council Bluffs, Omaha and So. Omaha, when originating beyond, to stations on that road in Ill, Wis, Ia, and Minn., also Paducah, Ky., and stations on Ind Sou in Ill.

Sup 18 to ICC No 4524, effective May 15, has been filed by the C C C & St L quoting rates on grain and grain products from points in Illinois and Missouri to points in Indiana, Kentucky, Michigan, New York, Ohio, Ontario, Pennsylvania, West Virginia.

Sup 10 to ICC No A6520, effective May 12, has been filed by the Ill Cent, quoting rates on grain and grain products from stations on Ill Cent in Illinois, also Evansville, Ind., and St. Louis, Mo.; to points on Ill Cent and connections in Indiana, Kentucky, Michigan and Ohio.

Rules and regulations governing allowances for transfer of grain, car service, storage, weighing, stopoff, diversion, re-consignment rules, milling, shelling and transit privileges on grain and table of estimated weights, effective May 1, are announced by the Vandalia in ICC No 2452.

Effective Mar. 29, the Mo Pac. in ICC A1403, announces rates on grain, grain products, seeds, seed products, broom corn, hay and straw between St. Louis, E. St. Louis, Peoria, Chicago, St. Paul, Minneapolis, Minnesota Transfer, and points taking same rates and points in Colorado, Kansas, Missouri, Nebraska and Oklahoma; also between points in Missouri.

Sup 5 to ICC No A6777, effective May 10, has been filed by the Ill Cent, quoting rates on grain, grain products and hay from stations on Ill Cent in Iowa, Minnesota and South Dakota, also Council Bluffs, Ia., Nebraska City, Omaha and South Omaha, Neb., also Atchison, Kan., Kansas City, Mo., Leavenworth and St. Joseph, Mo., to stations on Yazoo & M. V.

ICC B2087, effective Apr. 5, has been filed by the C. M. & St. P., announcing rates on wheat and grain products from Duluth, Minneapolis, Minnesota Transfer, St. Paul, Union Eltr. B., Stillwater, Minn., and Superior, Wis., (only on shipments or products of shipments from beyond) to western points, also to Blue Island, Coster and East Joliet, Ill. (on shipments destined east of Ill.-Ind. state line).

Rules governing handling of grain held at Welland Junction, Fort Erie or Niagara Falls, Ont., for inspection and re-consignment without transfer, and for handling grain at Buffalo and Black Rock, N. Y., when for transfer, elevation, re-consignment or local delivery, also flour, feed and grain products in transit thru warehouses at Buffalo, effective Apr. 28, are announced by the Wabash, in Sup 8 to ICC No 1455.

Sup 56 to ICC C7901, effective Mar. 17, has been filed by the CRI&P announcing rates on grain and grain products between points in Ill., Ia., Minn. and stations in Ill., Ia., Mo., Minn. and So. Dak.

Sup 2 to ICC 5095, announcing rates effective Apr. 12 on grain and grain products, has been filed by the CCC & St L; applicable from stations on that road, Cin Nor and Illinois Terminal to eastern, interior eastern and Canadian points.

In ICC No A7823 the Ill Cent has quoted the following rates on grain from Omaha, South Omaha, Neb., and Council Bluffs, Ia. (originating beyond) to Cincinnati, O., Jeffersonville, Ind.: corn, oats, rye and barley, 12c; wheat, 13c; from same points to New Albany, Ind., corn, oats, rye and barley, 12c; wheat, 13c; to Louisville, Ky., corn, oats, rye and barley, 13c; wheat, 14c (applicable only on traffic destined to southeastern and Carolina territory).

The Missouri Pacific Ry. Co. has announced that "on account of heavy frost practically the entire wheat crop of southern Mexico has been destroyed and it looks as if the importation next year would exceed that of this year."

H. H. Parks has a row of corn near Grandfield, Okla., that covers 60 acres and required two weeks to plant. It is circular like a clockspring and ends in the center of the field. For two reasons he has used this system more than 30 years, it prevents erosion and saves time. He says that in a lifetime one crop season is lost in turning at the end of rows.

Attorney General Wickersham has begun an investigation at New York of the terms and conditions under which several speculators agreed to purchase and deliver 150,000 bales of cotton. It is alleged that such agreement may have been a conspiracy in restraint of trade. The agreement was dated Feb. 26 and among the parties are said to be Frank B. Hayne and Wm. P. Brown of New Orleans.

Our experience in handling damp corn this year has been worse than ever before in our eight years' experience, and we find it almost impossible to ship natural corn on a long haul. To arrive safe we believe corn should not contain over 16% moisture during this period. We have been handling just as little natural corn as we possibly could, but where our customers will not have the kiln dried we have been supplying their want where we could get it in this market on a short haul. However, we believe it will only be a short time until corn will arrive in good condition. Where corn has arrived hot in near by points we have had it pulled back and dried.—The United Brokerage Co.

## Formalin Treatment Will Save Flax Crop.

Treatment of flaxseed with formaldehyde is absolutely essential. Use 1 pound of formaldehyde to each 40 gallons of water and approximately one half gallon of the solution for each bushel of dry clean seed. If the grain is thoroly shoveled and raked while the spraying is being done the grain will be found to be evenly damp all over. If left piled for from one to two hours it will be thoroly fit to pass thru the drill without any difficulty.

If the farmers of the northwest wish to save the flax crop they must all follow out these processes of seed treatment, or some process yet to be learned, and if it is not followed there will be no flax crop worthy of the name in the northwest inside of the next ten years.—Professor H. L. Bolley, Agricultural College, North Dakota.

## A New Elevator at Belfast, Neb.

The W. T. Barstow Grain Co. has a new up-to-date elevator at Belfast Sta., Greeley P. O., Neb., illustrated herewith.

The building rests on a substantial concrete foundation and is 24x26 feet on the ground and 55 feet high. It also has concrete dump sinks and cleaner pit, which makes a very solid structure thruout. The entire basement is covered with concrete to make it rat proof. The elevator is covered with siding and shingles and is equipped with wagon and hopper scales, an 8 h.p. gasoline engine, a Birchard Distributor with all steel spouting at head, and also a 6-inch steel, direct loading spout.

The office and engine room are conveniently attached to the main structure, making it a handy elevator to be operated by one man.

The elevator has a storage capacity of 15,000 bus., is located on the C. B. & Q. R. R. and was designed and built by W. H. Cramer.

Seizure of bleached flour shipped by the Shawnee Mfg. Co., Topeka, Kan., was enjoined Apr. 13 by the federal court.



New Elevator of W. T. Barstow Grain Co., at Belfast Sta., Neb.

### An English Floating Grain Elevator.

Alfred Mitchell, engineer of the London Grain Elevator Co., Ltd., seems to have shown considerable ingenuity in designing a new type of floating grain elevator. It is used for discharging grain from ships to lighters and can work either alongside of, or end on to the ship, and when in the latter position can deliver grain to two barges at the same time.

In order to work successfully and quickly on a large ocean going ship it is necessary for the elevator leg to have a wide range both in height and side swing, this distance being from 15 to 60 ft. on account of the fact that at the start the grain is probably 15 to 20 ft. above the water line, but as the grain is elevated out, the ship rises in the water until the elevator leg has to be put down from 40 feet, being the average depth of hold of the moderate sized steamers, to much more for the ocean liners. This is taken care of in the elevator shown in the engraving herewith, by constructing the leg in three parts; the first being attached to a turntable on the deck of the barge, and being able to swing forward or backward as required, the second link being joined to the first and providing the means of raising or lowering the nose of the elevator leg, to which it is also jointed, as required by the depth to which it is to be placed in the hold of steamer. The three links of the leg are perfectly balanced by a counter-weight which is attached to the deck end of the first link making the whole apparatus so perfectly balanced that no amount of maneuvering will affect the trim of the barge carrying the apparatus.

The leg is equipped with an endless chain with buckets spaced  $10\frac{1}{2}$  in. apart, and has a capacity of 100 tons of wheat per hour. The grain is conveyed by belt from the elevator leg to a telescoping spout discharging into the boot of the second elevator, which is placed on the deck aft. This in turn raises the grain and discharges it into the deck house or hopper from which it is delivered to the craft.

The weighing house is provided with six Avery Automatic Scales of 250 lbs. capacity each, which can discharge into sacks as shown in the fotograf reproduced herewith, for which we are indebted to the *Iron Age*, or in bulk into craft as desired. The time required for putting the machine into the ship is about four minutes as compared with two to four hours previously taken by the old machines.

The controlling motions for raising leg, etc., are made by series wound motors of 4 h.p. each and the elevator is driven by a 20-h.p. motor, attached to the turntable. Direct current is generated on board by a suction gas engine. The whole apparatus is controlled by one man located in a cab on the turntable.

### In an Ohio Elevator.

Traveler—Good morning, Mr. Orson. I am glad to see that you take life easy.

Mr. Orson—Huh! If you'd slept in a car of hot corn that I imagined myself in all night you wouldn't think it was easy.

Traveler—Why, what is wrong? Are you having trouble with corn?

Mr. Orson—Say; I am having more than a carload of trouble in every kernel of corn I bought this winter. I vowed I would buy no corn until it was in fit condition for safe handling, but that fool across the track made me mad. He thought he'd buy all there was.

Traveler—Did you get it?

Mr. Orson—Well I got more than I could afford to buy and ever since I have had enough to sell, the price has been running a race with the quality down the side hill. Say; if I ever buy any more corn it will be pure corn. No more water for me!

Moral—Profit by the experiences of your brother dealers or you will be called upon to pay extravagant tuition fees in the School of Experience.

I certainly will need the Grain Dealers Journal so long as I am in the grain business.—H. E. Robberts, Blandinsville, Ill.

### Confidence and Sociability.

BY UNCLE PEDRO.

Confidence is an unseen commodity, that cannot be bot by the bushel or pound, but only by straight and careful actions. It is true that many men obtain the confidence of others through false statements and actions, but nevertheless confidence ill-gotten will soon vanish.

In the grain business confidence is a necessary acquirement. A grain buyer must have the confidence of his patrons, so they will overlook an error. If a buyer gets the ill-will of the farmers and they lose confidence in him, it is usually best to move on. This is doubly true of agents in charge of line elevators. It often occurs that some first-class men cannot get the trade they ought to have, because the farmers lack confidence in them.

It is also to the grain buyer's advantage to be a sociable fellow, not in the sense that he must treat, or mix with undesirable elements of society; but when a farmer comes in, he can entertain the farmer for a little while in good sound conversation about the crops, and various subjects. I remember a buyer for a line house, who was a splendid man, perfectly honest and reliable and wanted to be sociable, but somehow he couldn't talk a little bit. Farmers would come in and ask the price of corn; the fellow would give him a very civil answer, and that was all. Unless the farmer started a conversation the agent could not talk to save his head, and gradually lost the trade. His competitor was just the opposite, if a farmer happened in his office, a conversation was sprung at once and he never run out of something to say, all the way from jokes to business. It takes talk of the right kind.

What talk is the right kind? Well, I would say, you must be a judge of human nature and talk accordingly. Some fellows want a little hot air, taffy, &c. Others will not stand for that, and such talk would have an undesired effect. One of the main things in dealing with the public, is to hit them in the right place.



Floating Elevator at London, Eng., Transferring Grain from Steamer to Barge.

The best preachers are those who preach what their hearers want to hear.

I have heard grain buyers tell patrons about how their competitor had skinned this or that one, and also how he had been so honest, &c. It is mighty safe to say when you hear some one forever condemning the other fellow, "he is to be watched." The thing to do is to get the confidence of your patrons, and keep it, by attending to your own business. Some buyers start in a new station by telling every one what an honest man he is, and in fact fix up all sorts of tales to make the farmers believe they have the high privilege of dealing with an angel. Watch your weights, be sure they are right, if you happen to make a mistake against the farmer he is liable to think you were trying to do him for a dollar or two. I remember once, where a young fellow was buying for a line house. Across the street was an individual buyer who had been there for a number of years and had a strong hold on the farmers. The new fellow had been buying a few months, when farmers began to notice that loads of corn in the same wagon would weigh 3 or 4 bus. more on the old man's scales than they did for the new buyer. It was not long until the farmers became convinced the new fellow was skinning them. Some went so far as to cancel contracts and brand him a skinner.

The young fellow was much worried because he was losing out and at the same time he was sure he was weighing correct. He tested his scales, and went over everything. At the same time the old man went on taking in a rush of corn, without any one kicking at him. After about 10 days of the rush business, the old man went to the young fellow and asked how his shrink was running. The old man said he had just been figuring and found he had a terrible shrink, a whole car load was gone, but he could not find that he had lost track of any cars. It occurred to the young fellow then that the old man's scales had been doing him in good shape, and he ventured to tell him how loads had been weighing heavy over there, and how the farmers had cursed him. The old man was taken by surprise and at once got a load of corn, and tested weights, by weighing it all around town on the different scales. He found that his scale was weighing heavy on one end, and the heavier the load, or the nearer that one end the load was the more incorrect it weighed. That solved the question at once and the lost car load was surely lost. The farmers found out that it was not the young man cheating, but the old scales cheating the owner. Some of the farmers came and apologized for what they had said and ever afterwards had almost unlimited confidence in that young fellow. The thought is: be sure you are right and then keep ever to the right, and you will be successful.

## A New Man in the Grain Field.

A new concern, the Indiana Grain company, has been started at South Bend. Roy L. Starkwether of Niles is general manager; H. McCune of South Bend is sales manager, and Robinson Code is a member of the firm.—*South Bend News.*

Tho I am not now in the grain business I want to keep posted just the same and know of no better way than thru the Grain Dealers Journal.—V. B. Auspach, Los Angeles, Cal., formerly agt. for J. F. Twamley, Son & Co., Readlyn, Ia.

## Elevator at Concord.

Grain dealers way down east find machinery quite as useful in handling grain for distribution to consumers as do their western brothers altho slower in adopting modern equipment. Among the enterprising firms of the east who have provided themselves with up-to-date equipment is that of G. N. Bartemus & Co., whose new plant at Concord, N. H., is illustrated in the engraving herewith.

In the east we naturally expect to find a more permanent type of construction than is common in the newer west and the visitor to this plant is not disappointed in this respect. Nor does he find any lack of those conveniences which emphasize the fact that the New Englander takes time to do things well.

The diamond pane steel sheathing which encloses the elevator adds to its appearance and, as will be noted, the warehouses adjoining are covered in a similar manner with the same materials. At the left, and in the rear of the house, the loading platform, arranged conveniently for the use of local patrons is seen. A receiving sink is provided for receiving grain from cars on the raised track seen in the foreground.

G. N. Bartemus & Co. deal in grain, hay, flour and produce, and annually transact a large volume of business.

The capacity of their elevator is 20,000 bus. of bulk grain, with storehouse capacity of 400 tons of bag grain. The

elevator extends 60 ft. along the track and has a wing extending back 70 ft.

## Exports of Hay.

Hay amounting to 38,815 tons was exported during the eight months prior to Mar. 1, against an aggregate of 46,555 tons for the corresponding period ended Mar. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the eight months prior to Mar. 1 amounted to 140,251,752 lbs., against 134,572,091 lbs. during the corresponding period ended Mar. 1, 1909.

Exports of rice, rice bran, meal and polish in the eight months prior to Mar. 1 aggregated 20,550,013 lbs. against 18,612,831 lbs. during the eight months prior to Mar. 1, 1909.

During the eight months prior to Mar. 1, we exported 5,267,728 lbs. of foreign rice, rice flour, rice meal and broken rice, against 4,948,709 lbs. during the eight months ended Mar. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

Professional speculation in the state of New York was never greater than in 1909, altho a stamp tax of 2c per share had been imposed upon stock transfers in Wall Street.



New Elevator of G. N. Bartemus & Co., at Concord, N. H.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—Bosley & Blakslee, who formed a partnership to deal in grain and cotton seed products, have been elected to membership in the Board of Trade.

Little Rock, Ark.—At the meeting of the grain committee of the Board of Trade, Apr. 6, Fred L. Gossell complained that a grain house in Cairo, Ill., had delivered grain below the grade sold and then refused to make any adjustment. Caughey Hayes was appointed to take up the matter with the accused firm and a copy of the complaint was forwarded to the Cairo Board of Trade. A rule was adopted providing for the arbitration of controversies in grain, hay and cotton seed transactions by a committee of three, one arbiter to be chosen by each of the disputants and these two to select the third arbiter.

## CALIFORNIA.

Davisville, Cal.—A. J. Plant has bot the grain warehouses formerly conducted by Hillman & Grieve; price, \$11,000; which gives him entire control of the warehouse business here.

San Diego, Cal.—The hay and grain warehouse, 65x130 ft., of I. Isaac Irwin & Co. burned Apr. 9; building and contents valued at \$30,000. Fire is believed to have been of incendiary origin, since when discovered, about 9 o'clock in the evening, the building was burning in three different places.

## CANADA.

Bethune, Sask.—Richardson & Sons have re-opened their eltr.

Saskatoon, Sask.—The Goose Lake Grain & Lbr. Co., Ltd., incorporated.

Monarch, Alta.—The Edmonton Eltr. Co. has built new eltrs. here and at New Dayton.

Medicine Hat, Alta.—The Medicine Hat Mlg. Co. will build a number of eltrs. along the Canadian Pacific this year.

Port Colborne, Ont.—The Maple Leaf Flour Mills Co. will include a 1,000,000-bu. eltr. in the new plant it will build here.

Montreal, Que.—A. G. McBean has been appointed chief inspector of grain and hay for the eastern division of Canada, with office in this city.

Port Arthur, Ont.—W. L. Leach is mgr. for the National Eltr. Co., which recently opened its new 1,000,000-bu. cleaning eltr. here and will do a large business sacking and shipping oats.

Saskatoon, Sask.—The Saskatoon Mlg. Co. has let the contract for a 100,000-bu. eltr. in connection with its new 500-bbl. mill to be completed July 1 at a cost of \$75,000 for the plant.

Victoria, B. C.—The Canadian Northern is negotiating with the C. P. for joint terminals on Alberni Canal on the west coast of Vancouver Island, where wheat eltrs. would be erected preparatory to a vast trade when the Panama Canal opens. The wheat could be shipped there from the prairies on car ferries to Vancouver Island and timber taken back in the same cars, thus making the traffic profitable.

Montreal, Que.—Construction orders totaling \$250,000 were placed by the harbor commissioners Apr. 6, including an eltr. to be used in connection with the top stories of harbor sheds, of which shippers have complained because unable to use that space.

Calgary, Alta.—The eltr. of the Calgary Mlg. Co., containing 80,000 bus. of wheat and 25,000 bus. of other grain, burned about 3 o'clock in the morning of Apr. 14. Loss, \$130,000; insurance on grain, \$90,000, \$5,000 on flour and feed and \$32,000 on buildings.

Lethbridge, Alta.—Eltr. companies now making their headquarters here are the Norris Grain & Eltr. Co., the Taylor Mlg. & Eltr. Co., the Sunny Belt Eltr. Co., the Ellison Mlg. Co., Western Mlg. & Eltr. Co., and the A. L. Foster Eltr. Co., all of which will increase their systems this year.

Dalny, Man.—The Scott eltr. burned Apr. 4 with 12,000 bus. of wheat. Loss, \$8,000; covered by insurance. Wm. Boothwick, the mgr., had been loading all day and the fire is supposed to have been caused by friction. The eltr. of the Lake of the Woods Mlg. Co. was in great danger at the time.

Montreal, Que.—The new marine leg the harbor commissioners are installing at their eltr. will save one-third of the time now required to unload a grain boat. The new intake will have a capacity of 16,000 bus. per hr., the same as the original leg. The unloading time of a 60,000-bu. cargo will then be 4 hours.

## CHICAGO.

Are the federal officials investigating Board of Trade operations?

Membership dues of the Chicago Board of Trade for the first half of 1910 will be called for Apr. 27.

The Armour Grain Co. has obtained a permit to erect a one-story brick grain shed near the Minnesota Eltr.

Robert M. Hanson, on the Board of Trade for 27 years, died Apr. 17, aged 47. He was with the firm of Pringle, Fitch & Rankin.

David Wasserman, a former broker, who quit the grain business a year ago, filed a petition in bankruptcy Apr. 9. Liabilities, \$11,348.85; assets, \$3,425.63.

The M. T. Shepherdson Co. of Sioux City, Ia., has opened an office in the Postal Telegraph bldg., and will do a cash business. J. W. Gordon, who has been with his father operating a mill at Lincoln, Ill., will act as manager.

One of the reasons for the big discount on May corn compared with July is the fear that the grain may go out of condition and be posted. Carrying corn at the discount of 3 to 3½c would show a handsome profit, as the actual cost is less.

J. B. Reeme, one of the oldest members of the Chicago Board of Trade, died at the home of his daughter in Dallas, Tex., Apr. 20; burial Apr. 23 in Spring Grove Cemetery, Cincinnati, O. He lived in Chicago nearly 50 years, but since the death of his wife three years ago he had lived in Texas. He is survived by two married daughters.

James Scammon Barker, at one time prominent on the Board of Trade as a member of the firm of Stevens & Barker, of which the late R. W. Stevens was senior member, died Apr. 14, aged 78, survived by his widow, two sons and two daughters.

CHICAGO CALLERS: T. J. Stofer, mgr. Alder Grain Co., Buffalo, N. Y.; H. A. Hillmer, Freeport, Ill.; Jno. W. Snyder of Hammond, Snyder & Co., Baltimore, Md.; J. S. Hutchins, Ponca City, Okla.; and B. J. Alley of the Grain Dealers Fire Insurance Co.

F. A. McWhorter of Omaha won the first prize in the bridge tournament of the Chicago Athletic Ass'n, but just as the award was to be made it was found that he was not a member, having been visiting the club for a year on a guest card good for only two weeks and given him by A. J. White, the grain broker.

The American Malting Co. has sold for \$19,000 a lot south of Weed St. having a railroad frontage of 150 ft. on the east side of Hawthorne Ave., and a depth of 135 ft., improved with an eltr. and a 5-story malt house. The eltr. will be torn down and the malthouse remodeled into a 4-story wood-working plant. The building is being demolished by the Illinois Wrecking Co.

Lucius Chittenden Platt, a member of the Board of Trade for about 40 years, died Apr. 14 after a brief illness with pneumonia, aged 74. He was born in New York, started in the grain business in Iowa City, Ia., came to Chicago in 1869 and conducted his business in cash grain until the last few weeks under the name of L. C. Platt & Co. He is survived by three daughters.

A joint committee has been appointed by the directors of the Board of Trade and the receivers to prepare such amendments to the rules as will safeguard the interests of the cash grain trade. Appointed by the directors: F. M. Bunch, S. P. Arnot, E. G. Brown, R. E. Tearse and J. C. Murray. Appointed by the receivers: H. N. Sager, W. N. Eckhardt, Walter Fitch, E. A. James and P. H. Schiffelin.

Receipts of hay at this market are comparatively light, and the receivers are trying very hard to advance prices. However, the trade does not seem to take hold very lively, and altho there are several buyers in the market every day, they only buy what they can find at low prices. Choice No. 1 and choice timothy are in excellent demand and very scarce; but the mixed and inferior grades are selling very slowly. The damaged hay which has been overcrowding our market of late is nearly all cleaned up, and we believe that market will soon do better.—W. R. Mumford & Co.

Effective May 4, 1910, the Chicago & Alton R. R. has published the following reconsigning rule: "Grain and flaxseed, carloads, brot into Chicago via the C. & A. R. R., will be switched from the inspection track to final destination on the C. & A. R. R. within the Chicago district, or to connecting roads, free, provided reconsigning orders are filed within 24 hours from first 7:00 a. m. after inspection by state officials. When reconsigning orders are filed after expiration of free time provided above, a charge of \$2 per car will be made for reconsigning." This rule provides free time for reconsigning equal to that allowed for disposition of grain after inspection under uniform demurrage rules.—W. M. Hopkins, mgr. transportation Dept., Chicago Board of Trade.

By a resolution adopted by the directors of the Board of Trade a supervision of public advertisements of members will be instituted in accordance with a resolution passed by a former directory in October, 1902. The new action is in line with a suggestion of the congressional committee at the recent hearing in Washington, at which abuses similar to those corrected by the Chicago Board of Trade in 1902 were described as being practiced by some cotton traders.

Endeavoring to give its customers a fine place to watch the markets and make its office employees comfortable Ware & Leland discarded all their old furniture and have furnished their new offices in the Royal Insurance bldg. in mahogany, making them the finest suite of offices of any Chicago firm in the same business. They have also installed a well lighted quotation board with up-to-date facilities for the telegraf room, including pneumatic tube service.

Membership in the Board of Trade has been applied for by Abe J. Jones, James W. Gordon and Walter Lyon. Transfer of membership has been applied for by Osgood P. Heath, Leonard S. Allen, Walter C. Fleury and Joseph Shepherd. The directors recently admitted to membership Henry D. Babcock, Louis M. Josephthal, Fred Paxson, John William Scott and Joseph W. Siebel. Two memberships sold Apr. 20 for \$2,900 each, net to the buyer. Each seller received \$2,675.

The Corn Products Refining Co. will soon transfer its immense sales offices from Chicago to New York where the entire management will then be concentrated, because of the economy of administration and the advantages of handling the firm's export business at the seaboard. Only a sales agency will be maintained here, but Chicago will continue to be its base of supply and production and as soon as the works at Argo are completed the management of that end of the business will be established here.

Atty. Gen. Wickersham, who spoke at the Hamilton Club banquet, was asked by some Board of Trade members present to visit the Board, which he did, looking over the sample tables and the grain pits, as any visitor. The statement that his visit Apr. 14 was a part of the anti-bucketshop campaign and that he made notes and asked Sec'y Stone for detailed information relative to the Chicago methods of trading are false, and so far as they give rise to suspicion that the federal government contemplates an investigation of the Board, are misleading.

Every member of the Board of Trade has been sent the following letter, dated Apr. 15: "At a regular meeting of the directors Apr. 12 it was voted that the custom of what is commonly known as 'matching orders' at the opening of the sessions of the Board; also, the practice of so-called 'saving members on trades' are deemed violations of the second paragraph of Sec. 8 of Rule IV of the rules of the Board. It was also voted that members of the Board publishing circular market letters be requested to send one of such letters, in each case, thru the clearing house to the following: address 'Chicago Board of Trade, room 63, board of trade bldg.' The directory desires to ask your special attention to the inclosed resolutions regarding advertisements derogatory to the 'good name and dignity of this Ass'n.'"

## COLORADO.

Ramah, Colo.—Lem Gammon will have a 15,000-bu. eltr. built by G. H. Birchard.

Cheraw sta., Rocky Ford p. o., Colo.—The Cheraw Alfalfa Mfg. Co. is building a 30-ton alfalfa meal mill, also an eltr. In both new machinery will be installed thruout. The company has contracted for 1,500 acres of alfalfa for the next three years at \$7 per ton delivered to the mill, and has about 600 tons of old hay purchased to grind before the new crop comes in. Will begin operation about May 1. John Weisthaner is pres.; Geo. K. Beman supt. of the mill and I am sec'y and mgr.—Furman R. Cline, Rocky Ford, Colo.

## IDAHO.

Lewiston, Ida.—The Interior Warehouse Co. is considering establishing here a \$25,000 feedmill and grain-cleaning plant.

Boise, Ida.—The Boise Mfg. & Eltr. Co., that is planning to build here one of the largest combination eltr., mill and warehouse plants in the Pacific Northwest, has up-to-date plants in operation at Caldwell, Meridian and Cambridge, Ida., all built since last April.

Pocatello, Ida.—John Stuart, 2nd vice pres.; L. Richards, general traffic mgr., and G. A. McDonald, general sales agt. of the American Cereal Co., were in Pocatello recently investigating conditions favorable for the establishment of a western branch factory for the manufacture of "Quaker Oats" and other cereals turned out by their company. They explained their intention to erect somewhere in the Northwest an oatmeal mill of 250 bbls. daily capacity, a 75-ton feed mill and a 150,000-bu. eltr. for the manufacture of rolled oats, rolled wheat and perhaps puffed wheat and puffed rice, to cost \$100,000 and employ between 40 and 50 men and from 20 to 50 girls, construction to begin in June. Citizens of Pocatello subscribed \$15,000 for the purchase of 20 lots, as an inducement for them to locate here. They are also considering the location of branches at various points on the Pacific coast.

## ILLINOIS.

Freeport, Ill.—The new eltr. of the H. A. Hillmer Co. is completed.

Wapella, Ill.—The Rogers Grain Co. will install 2,500-bu. National Automatic Scales.

Pisgah, Ill.—Calhoun & Curry are considering rebuilding their eltr. here, which burned Apr. 3.

Lexington, Ill.—The Rogers Grain Co. has ordered National Automatic Scales for its eltr. here.

Tamaroa, Ill.—R. H. Nicholson, formerly mgr. of the Anna Lumber & Grain Co., died some time ago.

Danvers, Ill.—The new eltr. of Levi Johnston will be equipped with a Hall Signaling Grain Distributor.

Neponset, Ill.—The Farmers Grain & Eltr. Co. will install a Hall Signaling Grain Distributor in its eltr.

Ellsworth, Ill.—G. W. Bane & Son have taken down the addition to their eltr. to make room for a new loading track.

Breckenridge, Ill.—Berry & Breckenridge Farmers Grain Co. has succeeded W. W. Berry & Co.—Ira E. Mayes, mgr.

Haldane, Ill.—The new 18,000-bu. eltr. of the B. P. Hill Grain Co. has been completed. The machinery was tried Apr. 14.

Maroa, Ill.—Elliott James, who has succeeded Newman & James, is rebuilding his eltr. to increase its capacity to 15,000 bus.

Sparland, Ill.—A new office of concrete block will be built for W. W. Dewey & Sons, near their eltr. They will sell their old office.

Witt, Ill.—The Witt Eltr. Co. is remodeling its house and installing a Western Gyrating Cleaner and an Avery Automatic Scale.

Kankakee, Ill.—Wilkinson & Co., coal dealers, are considering building a small eltr. to handle grain and feed at their present location.

Heyworth, Ill.—The Rogers Grain Co. has purchased of the National Automatic Scale Co. 2,500-bu. scales to be installed in its eltr. at this point.

Mattoon, Ill.—W. M. Quinn succeeded his brother John as mgr. for the Mattoon Farmers Grain Co., whose eltr. burned Apr. 4. John Quinn resigned Mar. 1 to operate the eltr. he bot at Arcola, Ill.

Stillman Valley, Ill.—During the night of Apr. 7 a thief entered the office and scales room at the eltr. of F. H. Griggs by breaking a window pane, then pulling the spring and raising the sash. He carried away a dozen new grain sacks and some old ones, two of which were found, but disturbed nothing else.

New Holland, Ill.—Sparks from a passing engine are considered responsible for the fire that destroyed the eltr., office and coal house of D. H. Curry in the afternoon of Apr. 14. When discovered the fire was too far advanced to save either buildings or contents, about 700 bus. of corn. Loss partly insured.

Plainfield, Ill.—Charles V. Barr, pres. of the Barr Grain Co., suffered an accident at the eltr., Apr. 12, while using some portable steps to look into a car of grain about to be shipped out. The steps slipped under him and Mr. Barr fell, striking his shoulder and receiving some gashes, but was able to be at work next day.

The following were recently admitted to membership in the Illinois Grain Dealers Ass'n: The Coyle Grain & Coal Co.; Gridley; Karcher & Jackson, Herscher; Martens Bros., Randolph; Mathis Bros. & Co., Prophetstown; A. R. McCallister, Bently; Otto Keusch; McCord, Crockett & Kolp; L. A. Morey Co.; Nashville Grain Co.; and Rumsey, Moore & Co.

Springfield, Ill.—The state law requiring railroad companies to install track scales at stations shipping 50,000 bus. or more is alleged by the Big Four R. R. Co. to be unconstitutional, in reply to a petition by Poorman Bros., of West Union, to the Illinois Railroad & Warehouse Commission for the installation of a scale. The commission on Apr. 6 granted both parties 15 days to file written argument.

Bushnell, Ill.—The temporary local organization of the Illinois Grain Dealers Ass'n was made permanent at a meeting held here Apr. 12 at the Alexander hotel. A number of interesting topics were discussed and the meeting was not only entertaining but very profitable. The next meeting will be held May 2, and subsequent meetings will be held on the first Monday of each month. E. E. Sapp of Sciota was chosen permanent pres. and A. W. Ford of Scottsburg, sec'y. The outlook is encouraging for the extension of ass'n work in this territory to the great advantage of the dealers.

Peoria, Ill.—Receipts of grain during March included 53,000 bus. wheat, 1,187,324 bus. corn, 1,013,000 bus. oats, 30,800 bus. rye and 230,121 bus. barley; compared with 48,000 bus. wheat, 818,081 bus. corn, 591,581 bus. oats, 9,000 bus. rye and 348,000 bus. barley during March, 1909. Shipments included 19,000 bus. wheat, 886,374 bus. corn, 1,384,981 bus. oats, 10,063 bus. rye and 135,843 bus. barley; compared with 10,450 bus. wheat, 624,715 bus. corn, 607,390 bus. oats, 4,000 bus. rye and 287,699 bus. barley in March, 1909.—John R. Lofgren, Sec'y Peoria Board of Trade.

Tucker, Ill.—A number of farmers in this vicinity will file suit against the Tucker Farmers Eltr. Co., which succeeded the Tucker Grain & Coal Co., to recover the value of their grain burned Mar. 7. Of the 35,000 bus. of oats and 5,000 bus. of corn then in the eltr. about 18,000 bus. belonged to the farmers, who claim that the risk was entirely on the company when the grain was put in the eltr., as the company then took over full charge of it. Officers of the eltr. company allege they undertook no risk when the grain was placed in store by the farmers, who paid nothing for storage privileges but had all the advantages of having it in the eltr. free of care and ready to be put on the market immediately, and that the matter of insurance rested with the individual farmers. The case will come up in the May term of court.

Ashkum, Ill.—The Ashkum Farmers Eltr. Co. has bot the eltr., grain and lumber business of M. R. Meents & Sons, for \$26,000. This business was established in 1884 by M. R. Meents, the senior member of the firm, who started in the grain business with two small eltrs. which, as business increased, were united. In time the new, up-to-date structure became necessary. The sons, Richard and Frank, were then taken into the firm. They also have eltrs. at Danforth, Clifton and Chebanse, and organized the Ashkum Bank, a potent reason for selling their eltr. property here, as they wish to devote more attention to that and their real estate business. About two years ago Arthur J. Meents was taken into the firm and managed the grain business and eltr. here. Richard R. Meents may become treasurer for the new owner, the Ashkum Farmers Eltr. Co., of which T. B. Nephew is pres. and C. H. Fortemps, sec'y.

## INDIANA.

Vera Cruz, Ind.—Construction has been started on the new eltr. of John Studabaker & Son.

Boswell, Ind.—The recently incorporated Boswell Grain Co. has bot the eltr. of Frank Dunkle.

Linn Grove, Ind.—Construction of the new eltr. of John Studabaker & Son is progressing rapidly.

Arcola, Ind.—The successors to L. McFadden are Kaough & McFadden, not Kavanaugh & McFadden, as incorrectly reported.

Indianapolis, Ind.—Bert A. Boyd has gone to Cuba for the goat milk treatment. His vast array of teeth are reported to have put all the goats on a strike.

Elwood, Ind.—Wayne Leeson, Will Abbott, Thomas Connor, Ben Fettig and Patrick Bradley are interested in a company formed to build an eltr. here.

South Bend, Ind.—The new firm, the Indiana Grain Co., began business Apr. 4 with Roy L. Starkweather of Niles as general mgr. and H. McCune of this place sales mgr.

Indianapolis, Ind.—The Indiana Grain Dealers Ass'n will hold its midsummer meeting Thursday, June 2, at this city, in the assembly room of the Claypool hotel.—M. T. Dillen, sec'y.

Winchester, Ind.—The eltr. here of the White River Grain Co., which has gone out of business, will be torn down, as it stands on railroad ground needed for switches.—Ed Mendenhall, Albany, Ind.

Remington, Ind.—The Frank Kelley Grain Co., formerly at Frankfort, Ind., has purchased the large eltr. here of A. E. Malsbary, and will take possession May 16. The deal was made by John A. Rice.

Lafayette, Ind.—Finley Barrell & Co. have opened a branch office here in the writing room of the Lahr Hotel, in charge of Finley Baker, who has been in the grain brokerage office of Edgar T. Jones for the past two years.

Sweetsters, Ind.—The eltr. here of the Burge Mfg. Co. of Marion, Ind., burned Apr. 5 with about 2,000 bus. of grain. Loss, \$10,000; insurance, \$2,000. The fire was discovered about 11 o'clock in the morning in the roof of the engine room.

South Bend, Ind.—The South Bend Grain Co. has employed a superintendent and will do its own work from plans prepared by Fred Friedline & Co. for moving and remodeling its old eltr. It will install a wagon dump and a manlift.

Emison, Ind.—Fred Townsley, J. B. Sartor and L. M. Bland have let the contract to Fred Friedline & Co. for the construction and equipment of a 25,000-bu. eltr. to be completed in time for wheat harvest. Its small grain capacity will be 15,000 bus.; ear corn, 10,000 bus.

Kentland, Ind.—McCray, Morrison & Co. have purchased an Invincible Double Receiving Separator which will be installed in their West Eltr., and also a new eltr. leg will be put in, which will enable them to transfer and clean grain thru this house. This change is account of losing their transfer eltr. by fire.

Max sta., Lebanon p. o., Ind.—L. N. Sandlin and Clyde Gano of Hillisburg have formed a partnership to enter the grain business here. They have lumber on the ground to begin building an eltr. Mr. Sandlin, who has been a barber at Hillisburg for the last 25 years, has leased his shop and will move his family here immediately.

Purcell sta., Vincennes p. o., Ind.—Albert Oexman will equip his new 10,000-bu. eltr., under construction by Fred Friedline & Co., with two B. S. Constant Wagon Dumps, two eltr. legs, a U. S. Sheller, chain feeders, Invincible Grain Cleaner, International Harvester Co.'s 25-h.p. gasoline engine, wagon scales and 4-bu. automatic scales. The eltr. will have corrugated galvanized iron sides and roof and will stand on concrete foundations.

Rensselaer, Ind.—Peter Grieser, employed at the eltr. of Babcock & Hopkins, went into a corn chute to sweep the side walls preparatory to running oats thru. Standing on the shelled corn that had not yet run out of the bin, he did not notice he was sinking into the grain until too late to extricate himself. He sank down over his head in the shelled corn until he came to the mouth of the chute and stopped its flow. This caused an investigation by the night foreman, when the submerged man was discovered and rescued before completely smothered. A few more minutes delay would have been fatal.

Kentland, Ind.—The large cleaning and transfer eltr. of McCray, Morrison & Co., burned on the night of Apr. 14, together with 45,000 bus. of corn, oats, rye and barley. The fire started in the clipper room with a dust explosion and quickly spread to all parts of the building. Altho the wooden casing about the drier and several hundred bushels of grain in the concrete drier were completely consumed, the drier stands intact and could quickly be placed in operation. Plant and contents were insured for \$55,500.

Berne, Ind.—My injured arm disabled me so I could not look after business until Apr. 12. The next day I returned home from Mudlavia, where I had been three weeks taking mud baths. The healing powers of the mud were accidentally discovered about 25 years ago by an old man, Sam Story, while digging a ditch to drain a swamp. He was then suffering with sciatica, but by the time he had finished the ditch he was cured. The neighbors became interested. Those suffering with rheumatism tried the mud with satisfactory results. The fame of the mud spread until a health resort was established.—C. G. Egly.

## IOWA.

Gladbrook, Ia.—We have sold to Dresen & Rehder.—Brown & Dodd.

Sharpsburg, Ia.—The eltr. of Rickey & Gerlach burned recently, some insurance.

Pilot Mound, Ia.—The Farmers Eltr. Co. has installed an automatic weighing-out scale.

Ryan, Ia.—The Standard Lbr. Co. of Dubuque has had an eltr. built here by Charles E. Newell.

Stockport, Ia.—Jesse Knowles has bot my eltr., lumber and coal business at this point.—Pitt Plumer.

Schaller, Ia.—The Schaller Produce Co. has bot the eltr. of the Trans-Mississippi Grain Co. for \$7,500.

Conrad, Ia.—Gin & Belz have let the contract for the erection of a new eltr. to Charles E. Newell.

Centerdale, Ia.—Joe Schonborn is getting material on the ground for the construction of his new eltr.

Gilmore City, Ia.—The directors of the Gilmore Grain & Eltr. Co. have retained Charles A. Black as mgr.

Burlington, Ia.—R. A. Lomax is returning from his southern and western trip, which included California.

St. Anthony, Ia.—E. P. Pierce has succeeded W. H. Harlan as mgr. for the Farmers Eltr. Co., that will repair its plant.

Hillsboro, Ia.—Hixson Bros. have bot my eltr., lumber and coal business here and will rebuild the lumber sheds.—Pitt Plumer.

Vining, Ia.—Chas. Heabak has bot the eltr. here of Frank J. Simotan. He took possession Apr. 6.—J. V. Simeck, Gladstone, Ia.

Blanden, Ia.—A farmers' eltr. company has been incorporated for \$16,000 by W. J. Walsh, pres.; J. D. Hoeffling, sec'y, and others. Will either buy or build an eltr. soon.

Hawarden, Ia.—A fire that started at noon, Apr. 7, destroyed the eltr. of J. T. Scroggs, which had been closed that day and no one was in the building when the fire broke out. It is supposed to have caught from sparks from a switching engine that had been working in the yards. Loss on building, \$3,500, almost fully insured. Some grain was in the eltr.

Fredonia, Ia.—The Farmers Eltr. Co. incorporated for \$4,000, will begin work soon on a new eltr. Among the directors are Walter and Herbert McCormack, E. S. Curtis and J. J. Carr.

Ewart, Ia.—W. G. Bair of Malcom has bot the grain, coal and lumber business here of J. C. McMeekin and has retained J. F. McMeekin as mgr. He is stocking up to enlarge the business.

Dedham, Ia.—H. W. Pollock & Co. of Manning, Ia., have bot the eltr. here of M. Slife & Son, and have taken possession. William Loeltz of Earling will have charge. Mr. Slife conducted the grain business 19 years.

Geneva, Ia.—The Warnecke Bros. sold to a farmers' company for \$2,000 the eltr. they bot last winter from H. W. Iblings for \$6,500. The purchasing company was organized Mar. 26 with D. H. Held pres. and C. L. Cole sec'y.

Akron, Ia.—The Farmers Grain Co. opened its new eltr. Mar. 22 and that afternoon received 25 loads of grain. The equipment is up-to-date and the new house can handle a third more grain than the one burned Nov. 11, 1909.

Whitemore, Ia.—The recently organized farmers' eltr. company, of which Tom Carmody is sec'y, has set its capital stock at \$20,000 with \$7,500 paid up, and has appointed J. M. Farley, T. M. Swanson and Peter Elbert to act as a building committee.

Alton, Ia.—Mr. G. Gleystein, who recently resigned to go to Sioux Rapids, has been tendered such a substantial raise in salary by the directors of the Farmers Mutual Eltr. Co. that he will remain here to manage the Farmers Grain & Lbr. Co. another year.

Shannon City, Ia.—We are building a 12,000-bu. cribbed eltr. on the C. G. W. R. R., to be equipped with up-to-date machinery for handling small grain and shelled corn. A separate storage bin will have a capacity of about 8,000 bus.—G. A. Snyder, successor to Bowen & Regur.

Fredonia, Ia.—The eltr. John Lowe purchased last year burned Apr. 4, with 900 bus. of corn. Loss total. The eltr. occupied a site belonging to the Rock Island Ry. and was not insured. Its roof caught fire from sparks from a passing train. A clause in the lease released the Ry. Co. from any responsibility for fire loss.

Estherville, Ia.—The Rock Island corn special train made its last stop here Apr. 8, after having tested thousands of ears of corn. That tested here showed that but 8% of it was vigorous enough to be planted. The best corn found on the week's trip showed 35% of 300 ears strong and vigorous. Prof. M. L. Bowman, former head of the farm crops Dept., who lectured during the trip, reported "seed corn in Iowa in a deplorable condition, and unless farmers test every ear this spring Iowa will not have half the corn crop this year it had last."

Why is so small an acreage devoted to grain experiments at the Ames Agricultural Experiment Station? The station has the largest acreage at its disposal of any of the state experiment stations, yet many of them devote a larger acreage to grain experiments. Why is this? Iowa grain dealers are greatly interested in better grain and increased yields, for the larger the surplus of good grain, the more bushels will they handle. Iowa grain growers need more helpful suggestions from Ames, but they will not get them unless the people of the state bring about a change of policy.

Kirkman, Ia.—An explosion at the eltr. of the Trans-Mississippi Grain Co. about 2:30 in the afternoon of Apr. 12 was followed by a discharge of dust and smoke from the upper part of the building. No one was in the eltr. at the time. The first man to reach it found fire running up the spout that took the grain from the dump to the cupola. The gasoline tank was snatched from the tank house and the office soon stripped of its furniture. The fire appeared to burn from the top down, and in less than 45 minutes after the explosion the eltr. collapsed. It contained a car of corn and one of barley, insured. The building, worth probably \$3,500, was insured. A grain car that had been set off at the eltr. to be loaded was run down the track and saved.

Des Moines, Ia.—During the year ending April 1, 1910, nearly one thousand scales were inspected and some of them repaired by Mr. E. J. Nolan, the scale expert employed by the Western Grain Dealers Ass'n. Scale inspection and repairing has become an important feature of the work of the ass'n and it requires considerable energy and care to secure the applications necessary to give a volume of business sufficient so that the earnings will pay the expense; in fact, if all the cost of securing the applications were charged up to the scale inspection account, it would show a deficit. This work is not confined to the members of the ass'n, but the patronage of all scale owners is solicited, the basis of charges being \$3 for each inspection to members and \$3.50 to non-members, with an additional charge of seventy-five cents per hour for extra time making repairs and drayage. The above basis of charges applies to the work done under the group plan and where the number of applications received in a particular group are sufficient to provide earnings necessary to cover the expense of the work.

## KANSAS.

Marion, Kan.—The eltr. of George F. McFadden is closed.

Luray, Kan.—Farmers Union are scoop-shovelers at this place.

Geuda Springs, Kan.—Huffman & Mann have succeeded me.—M. H. Nelson.

Great Bend, Kan.—The Rock Mill & Eltr. Co. will build a 40,000-bu. eltr. here.

Sylvan Grove, Kan.—We will install an automatic scale in our eltr. here.—Latto & Robinson.

Savonburg, Kan.—W. H. Roberts has let the contract for the construction of a 24,000-bu. eltr.

Culver, Kan.—I have succeeded C. N. Mayo as agt. of the Midland Eltr. Co.—M. C. Mattson.

Waldo, Kan.—I have succeeded J. W. Crosby as mgr. of the Farmers Eltr. Co. here.—H. F. Bradshaw.

Sylvan Grove, Kan.—I succeeded J. M. Williams as mgr. of the Farmers Eltr. Co. here Apr. 1.—S. Frey.

Sedgwick, Kan.—We are installing a controllable dump in our south eltr. and will repaint our office.—Barkemeyer Grain Co.

Mound Ridge, Kan.—We are installing a new power plant in our mill.—D. R. Kriebel, sec'y-treas. Mound Ridge Mill Co.

Salina, Kan.—We are building a new office, 32x42 ft., and expect to have it complete within six weeks.—F. D. Shellabarger, mgr. Shellabarger Mill & Eltr. Co.

Dundee sta., Pawnee Rock p. o., Kan.—Headquarters of the recently incorporated Dundee Grain & Supply Co., that is building a new eltr., are at this point.

Garden City, Kan.—Dockum & Whitaker Mill Co. has succeeded the Garden City Mill & Eltr. Co., a change in name only and not in membership of the firm.—L. A. Dockum.

Tescott, Kan.—The Tescott Grain & Lumber Co. will close its eltr. July 1. The present local agt. for the Hoffman Eltr. Co. will quit the grain business and go into mercantile or travel.

Grenola, Kan.—The new 18,000-bu. eltr. of the Grenola Mill & Eltr. Co. has been completed by R. M. Van Ness. It is equipped with up-to-date machinery, including corn sheller and feed grinder.

Norway, Kan.—Farmers and business men have organized an eltr. company with Quincy Blosser, Bert Ainsworth, Carl Eastvedt, C. O. Hugos, John Ingebreton, C. A. Smith and M. Sterdas directors.

Walker, Kan.—We are rebuilding our eltr. that burned two years ago. It will be iron-clad and have a capacity of 35,000 bus. P. H. Pelkey Const. Co. has the contract.—Shellabarger Mill & Eltr. Co.

Manhattan, Kan.—The Kansas Experiment Station here has made the following offer to mill owners, eltr. men, grain dealers, boards of trade and to all interested in a vigorous policy for the growing of Kansas wheat: The Experiment Station will put up a dollar for every dollar contributed. This is an opportunity to invest indirectly a few dollars that will return directly many fold. Senator Hunter, of Wellington, is permanent chairman for the various committees and all funds will pass thru his hands. The utmost publicity will be given this work. L. A. Fitz will have charge of all details in working it out. Let everybody boost.—Ed. H. Webster, director.

## WICHITA LETTER.

The Norris Grain Co. has closed its Wichita office.

E. G. Rall of the Rall Grain Co. has been here closing up the business of its Wichita office, which has been discontinued.

Mrs. H. Kaufman, wife of H. Kaufman, senior member of the firm of Kaufman-Boyle Grain Co., died on the morning of Apr. 7. Members of the Board of Trade attended the funeral in a body at the Cathedral.

The B. C. Christopher Grain Co. bot the Board of Trade membership of O. W. Hutchinson, Apr. 11, for \$1,000, the highest price ever paid for a seat on the Board; \$100 of the \$1,000 was paid for the transfer. Mr. Hutchinson will devote his time to his eltrs. thruout the state.

The \$40,000 loss caused by the burning of the plant of the Otto Weiss Alfalfa Stock Food Co. Apr. 8, far exceeds the insurance. The directors have not yet decided about rebuilding and Mr. Weiss is unwilling to invest in a new plant unless it is larger than that burned and of fireproof construction.

The Kemper Grain Co. has opened an office in the Board of Trade Bldg. to add an option department to its cash business here and will handle options on the Kansas City and Wichita markets. It opened a branch office here two years ago, intends to build up the Wichita market and favors building a million-dollar eltr. here before the next crop.

H. J. Nichols, mgr. of the Clearing Ass'n, which was established here Mar. 1, says: "In my estimation the establishment of the future market and guaranteeing of all trades thru the clearing house has broadened this market more than anything done in recent years. Millers are being attracted to this market and speculation is limited. With the present prospects and a few adjustments in freight rates Wichita will be one of the largest markets."

The "Bulls" and "Bears" have formed a baseball team and will play a 5-game series. The losers are to pay for banquet to be held on day of the last game played. Bulls are: W. F. McCullough, mgr.; A. F. Johns, Captain; Mr. Johnson, H. W. Hill, H. L. Storer, J. W. Craig, J. A. Woodside, C. E. R. Winthrop, F. Geoffrey, Ed Kelly, B. F. Whitehurst, T. M. Thomas, G. C. McWethy, F. O. Miller, C. Daly. Bears are: D. Heenan, mgr.; W. T. Macauley, Captain; E. W. Jones, A. Harbour, Geo. Koch, W. J. Coleman, D. Pitts, A. Scott, E. M. Flickinger, W. Martin, Mr. Brooks, P. D. Gaunt, W. H. Hastings, E. E. Boyle. A. Logan will umpire the games.

The state tax commission has instructed the county assessor that Wichita Board of Trade memberships must be taxed. The pres. of the Board, Wm. F. McCullough, has said of the matter: "The Wichita Board of Trade is not a corporation organized for profit. We issue no stock, declare no dividends, so if we are taxed on our membership we are double taxed, as our treasury funds in the bank are already taxed. Our memberships represent privileges only, not gain or profit." Sec'y J. S. McCauley explained: "The money in the treasury is for running expenses such as employees' salaries and other current expenses." Alvin Harbour of the Harbour Grain Co. averred: "I shall certainly decline to pay that tax unless my attorney advises me I must. If they tax my membership, which is a piece of paper of no intrinsic value whatever, then why not tax tangible property like a cemetery lot? I do not believe any court will sustain that ruling." Judge A. E. Helm, accredited counsel for the Wichita Board of Trade, has been instructed to go to Topeka and confer with the tax commission on the legal features of the ruling.

#### TOPEKA LETTER.

The Supreme Court on Apr. 9 decided that the reciprocal demurrage law is valid but has its limitations. The suit was brot by the Udall Milling Co., which had ordered a number of cars and did not receive a car for 36 days. The court said the law did not apply during congestion of traffic.

Because the Kansas law provides for the punishment of an officer of an "estate" guilty of taking money in his charge instead of any officer of a state, it is likely that John E. Radford, former chief grain inspector of Kansas, will not have to stand trial for embezzlement. His attorneys have moved to quash the indictments against him on account of the letter "e" in the word estate. The case will be taken to the supreme court.

The law "to prevent fraud in the sale of grain and other commodities" and defining the authority of agents and brokers selling grain went into effect Aug. 15, 1909, and was upheld by the supreme court of Missouri Mar. 30, 1910, requiring eltr. owners and receivers to refund the value of the 100 lbs. per car taken from all cars weighed thru the Kansas

and Missouri eltrs. from Aug. 16 to date. We are unofficially advised that the directors of the Kansas City Board of Trade have asked for a rehearing from the supreme court of Missouri, and if same is denied they will appeal to the supreme court of the United States. Should an appeal be taken we would recommend that suits be brot against the receivers and eltr. owners in Kansas City, thereby preventing your claims becoming outlawed by statute of limitation.—E. J. Smiley, sec'y-treas Kansas Grain Dealers Ass'n.

J. T. White, state grain inspector, filed his report for the month of March, Apr. 11, showing that during the month the department inspected 3,482 cars of grain and weighed 2,311. The check from the department to the state treasurer amounted to \$2,224.66. The department's operation resulted in a deficit of \$10,135.96 for the year ended Apr. 1; expenditures were \$37,643.92; receipts, \$27,507.96. In explanation Mr. White says: "I desire to compare figures of my predecessor for the year ended Apr. 1, 1909. Total expenditures for that year were \$46,585.34; total receipts, \$21,275.25, leaving a deficit of \$25,310.09. I believe we have cut the expenditures down to the minimum and suggest that the law be amended to increase the fees for inspecting and weighing sufficiently to make the department self supporting. When the grain inspection department was created, a carload consisted of from 24,000 to 40,000 pounds, and the fees were fixed at 40 cents per car for inspecting, and 50 cents per car for weighing. Since that time the capacity of cars in the grain service has changed from 24,000 to 40,000 and from 40,000 to 100,000 pounds, carrying more than twice as much grain, while the fee for inspecting has remained the same and the fee for weighing out of eltrs. at terminal points has been reduced from 50 cents to 15 cents per car. This grain weighed out of eltrs. is very largely owned by men living in adjoining states, and I think the law should be so amended that the weighing out fee would be the same as the weighing in fee. I believe that in order to make this weighing fee adequate, it should be one cent per 1,000 pounds so that a 40,000-pound car would cost 40 cents and a 100,000-pound car \$1, with an additional fee of 10 cents per car for inspecting, making the inspection fee 50 cents. I believe this department would then be self supporting."

#### KENTUCKY.

Arlington, Ky.—Arlington Warehouse & Eltr. Co. incorporated by William Carter, R. H. Brown and L. B. Owen; capital stock, \$2,000.

Louisville, Ky.—Nimmo Bros., manufacturers and jobbers in meal and feed, have disappeared, and their business has been closed by bankruptcy proceedings.

Hopkinsville, Ky.—R. H. Detreville, former pres. of the Acme Mills & Eltr. Co., recently indicted on three counts for embezzlement and obtaining money under false pretenses, has furnished bond for \$4,500 and has employed attorneys to fight the charges.

Lexington, Ky.—The Lexington Roller Mills Co. will have a 100,000-bu. eltr. of re-inforced concrete construction built by the Macdonald Engineering Co., to be ready for business about July 1; cost, \$10,000. The engineering problems in its construction are somewhat unusual, as the foundation will have to straddle a lively little stream.

Louisville, Ky.—The Board of Trade has announced the following standing committee on grain for the year: H. H. Bingham, chrm.; Alfred Brandeis, F. N. Hartwell, Andrew Edinger, A. C. Schuff, Henry Fruechtenicht, John Raidt, Charles T. Ballard, W. M. Atkinson, F. C. Dickson, C. M. Bullitt, Thomas C. Williams and R. L. Callahan.

Hopkinsville, Ky.—The suit of the Acme Mills & Eltr. Co. vs. J. C. Johnson and others involves the sale of wheat. The defendants sold their 1909 crops at \$1.03, but subsequently, during the company's troubles, sold their wheat again to other buyers at \$1.17, and the complainant, alleging breach of contract, is seeking to recover the difference, about \$1,000.—S.

Hopkinsville, Ky.—Alleging that the affairs of the Monarch Grain Co. are in bad condition, that the company has been insolvent and without officials since May 1, 1909, and that dissension among the stockholders would prevent a reorganization, E. P. Watkins and wife, stockholders in the company, have filed suit asking that a receiver be appointed to take charge. The chief creditors are the City Bank, \$2,000; Bank of Crofton, \$1,500; and Miss Mamie Barnes, \$1,500. The assets, which the plaintiffs allege will no more than pay the indebtedness, consist of notes, accounts, storage house, stock of feed and grain, and machinery.

#### LOUISIANA.

Vidalia, La.—The Natchez-Vidalia Rice Mlg. Co. will build a rice mill and warehouse, to be completed by Aug. 1.

#### NEW ORLEANS LETTER.

Sec'y Herring of the Board of Trade reports that the committee in charge of plans for the enlargement of the scope and working force of the bureau of freight and transportation is making good progress in obtaining the desired 250 new members of the Board. Sec'y Herring is sending out letters to business men, explaining the plan for increasing the membership and is receiving numerous favorable supplies that indicate the work will soon be accomplished.

The convention of the Rice Ass'n of America opened at 11 o'clock in the morning of Apr. 13. C. H. Ellis, pres. of the Board of Trade, delivered the address of welcome. S. Locke Breaux, pres. of the ass'n, also made an address. The principal speaker was Dr. S. A. Knapp, the first pres. of the ass'n and now chief of the bureau of plant industry of the U. S. Dept. of Agri. Representatives of rice interests from all parts of the country where the grain is grown were in attendance.

The rice exhibit, prepared by the Rice Ass'n of America to demonstrate the grain's value as a food product, opened at the Board of Trade Apr. 11, with Senator H. L. Gueydan, mgr. of the ass'n, in charge. The exhibit represented a rice field in miniature, showing the growing rice, a mill in operation, harvesting machines, and field hands at work. About the room containing the exhibit placards called attention to the nutritive value of rice as a food and as a substitute for meat. Old "Mammy Angel," claiming to be 100 years old next New Year's, distributed booklets showing many ways of cooking rice. Samples of rice, badges, buttons and souvenirs were given away throughout the week the exhibit remained open.

## MARYLAND.

Whitehall, Md.—T. C. Hunter has bot the plant of the Whitehall Mlg. & Grain Co. for \$6,000.

Baltimore, Md.—J. B. Wayles is having a 2,000 bus. feed mill and a small eltr. built for him at West Arlington.

Baltimore, Md.—The grain commission firm of Thos. S. Clark & Sons, one of the oldest in the trade, will be continued without change of name by Joseph M. Warfield and James A. Clark, Jr.

Baltimore, Md.—The Gale Bros. Co., of Cincinnati, has brot suit against the Kirwan Bros. Grain Co. for an accounting of the expenses in handling 12 cars of wheat. The wheat was held a long time in store, and finally sold Feb. 11, 1909, at \$1.17 per bu.

## MICHIGAN.

Battle Creek, Mich.—Emil and Oscar E. Bueltzingsloewen, doing business as the Wolverine Grain Co., have filed petition in bankruptcy; liabilities, \$17,831, including \$10,000 on a mortgage; assets, \$3,337.

Howell, Mich.—I sold out my grain business in March of last year to a man from Monroe, who never opened it. It stood idle for about two months after I gave possession and then burned. Fire was supposed to have been started by a passing train. I am now out of the grain business.—W. A. Crumb.

Detroit, Mich.—Judge Donovan has sustained the constitutionality of the Michigan legislature's act creating the railroad commission, and at the same time decided that the demurrage rules made by the commission were not unreasonable. This case has been watched with great interest, as the demurrage rules in question are much more favorable to shippers than those proposed by the Interstate Commerce Commission, which the railroads attempted to put in force.

Detroit, Mich.—Receipts of grain during March included 60,316 bus. wheat, 200,130 bus. corn, 131,449 bus. oats, 27,266 of barley and 23,840 bus. of rye, compared with 186,011 bus. wheat, 260,948 bus. corn, 113,900 bus. oats, 14,500 of barley and 8,400 bus. rye received during March, 1909. Shipments included 14,562 bus. wheat, 157,321 bus. corn, 27,431 of oats, no barley and 55,896 bus. rye, against no wheat, 214,908 bus. corn, 57,400 bus. oats, 1,340 of barley and 8,590 bus. rye shipped during March, 1909.—F. W. Waring, sec'y Detroit Board of Trade.

## MINNESOTA.

Hadley, Minn.—The Hubbard & Palmer Co. has closed its eltr. here.

Houston, Minn.—The Redding Eltr. Co. has opened its eltr. with J. G. Barron as buyer.

Wylie, Minn.—We intend to make some improvements.—C. B. Cruzen, mgr. Farmers Eltr. Co.

Callaway, Minn.—M. M. Nelson, formerly local agt. for the Homestead Eltr. Co., has gone to Montana.

Villard, Minn.—Farmers are considering purchasing this eltr.—E. Kellermann, agt. Gt. Western Eltr. Co.

Hancock, Minn.—The Hancock Market Co. will install a Sonander Automatic Weighing-out Scale.—J. S. Danens, mgr.

New Ulm, Minn.—The New Ulm Roller Mill Co. is rebuilding its office burned Mar. 19, and has let the contract to C. E. Bird & Co. for the construction of a large eltr. to replace that destroyed.

Northfield, Minn.—I am putting in an electric motor to run the eltr., using power from the electric company.—C. D. Orr.

Glenwood, Minn.—The Farmers Eltr. Co. will build a new eltr. P. D. Gilbertson and W. J. Hammond are on the directorate.

Grove City, Minn.—The eltr. of Nelson, Lund & Co. burned Apr. 7, with about 10,000 bus. of grain; loss total, partly insured.

Winthrop, Minn.—The Winthrop Grain & Mill Co. incorporated by C. S. Johnson, C. A. Benson, C. E. and C. J. Larson and Henry Kiesling; capital, \$50,000.

Silver Lake, Minn.—The Silver Lake Co-op. Eltr. Ass'n, the newly organized farmers' company, is considering the purchase of the building here of the State Eltr. Co. If it fails to make terms it will build an eltr.

Predmore sta., Eyota p. o., Minn.—Since the eltr. of the W. W. Cargill Co. collapsed last November this place has had no eltr., tho it is a good grain point. We handled about 40 cars of grain and seed in a season.—J. W. Allen, agt. W. W. Cargill Co.

Fergus Falls, Minn.—The enormous advance in the price of broom corn has induced the directors of the local factory to interest farmers in its culture, that they may obtain future supplies at home. The corn is sown late and requires much attention, but is profitable.

Glenwood, Minn.—The eltr. of J. J. Decker burned during the night of Apr. 10. Building, valued at \$3,500, was insured for \$2,500; grain, \$3,500, fully insured. This was the 35,000-bu. eltr. the Loomis-Benson Co. bot last summer from J. W. Funk and subsequently turned over to Mr. Decker, whose headquarters are at Menno, S. D.

Darfur, Minn.—Sparks from a locomotive on the Northwestern Ry. are considered responsible for the fire that burned the eltr. of the Western Eltr. Co., Apr. 7, with coal sheds, flour and feed houses and their contents. The gasoline engine, on which the village depends for fire protection, failed to work and the wind was blowing a heavy gale. Loss well insured. The eltr. contained about 3,000 bus. of grain, including 1,200 of wheat; no salvage.

St. Paul, Minn.—Sparks from a switch engine are supposed to have caused the fire that destroyed the 3-story warehouse occupied by C. R. Rank & Co., dealers in grain, screenings and hay in the evening of Apr. 14. Their \$10,000 stock was well insured, also the warehouse valued at \$3,000 and owned by Pres. Mitchell of the Capital Nat'l. Bank. The wind carried bunches of burning hay to three box cars filled with hay and consigned to C. R. Rank & Co. They also burned; loss, \$700.

St. Paul, Minn.—Henry Feig, supervising inspector of local warehouses, in his 8th annual report, for the year ending Sept. 1, 1909, gives the number of local warehouses in operation as 1,616, a falling off of 108, and of the houses in operation 178 belonged to farmers companies. Mr. Feig states: "At no other time in the history of our state has grain been handled at so low a margin of difference between the local markets and the terminals as in the last year. Active local price competition while on the whole proper and commendable has had its undesirable features. The contending buyers will put up the price very often beyond what the grain is worth. The objects of this ruinous competition are

hardly laudable. There has continued to be more or less confusion in the local markets as to the dockage of oats and barley. The present system creates dissatisfaction and distrust with the producer and will continue to do so until it is legally regulated to either establish, or abolish, all dockages, local and terminal, on these commodities. The twelve warehouses engaged in the purifying of grain with sulphur reports that almost without exception the amount of sulphur used exceeds the amount fixed by the commission in Rule 3 of the "Rules and Regulations," pursuant to Chapter 213, G. L. 1907. This rule fixes the amount of sulphur at twenty pounds per 1,000 bu., a maximum which warehousemen declare is insufficient, because of more or less waste of the fumes, and also because of waste in starting up or shutting down the apparatus required."

## MINNEAPOLIS LETTER.

Power & Son of New York have applied for membership in the Chamber of Commerce.

The Consumers Malting Co. may be re-organized and its capital stock increased. Meantime its plant is closed.

Eltr. B, the 1,000,000-bu. house owned by the Mil. & St. P., will be demolished to make room for terminal improvements. It is about the oldest eltr. in the city.

F. I. Vassault of New York, sec'y of the National Ass'n of Feed Dealers, has been in Minneapolis conferring with E. C. Merton, pres. of the ass'n, concerning the annual convention to be held here in June.

Of the 2,973 switchmen who have been out on strike since last November, 2,043 voted Apr. 11 and 12, 1,653 favored calling off the strike and 390 voted to hold out, a recognition that the strike has failed.

A Minneapolis eltr. company bot two cars of middlings from a local mill and paid f. o. b. mill. The feed was loaded out Jan. 5 but did not arrive at the eltr. until Apr. 1. The eltr. company is now endeavoring to recover the loss from the railroad.

## MISSOURI.

Malta Bend, Mo.—The Rea & Page Mlg. Co., Marshall, will build a 50,000-bu. eltr.

St. Joseph, Mo.—Promoters of the new terminal eltr. will let the project rest for some months.

St. Joseph, Mo.—All of the grain firms will move about May 1 into the new Corby Bldg. They will occupy the entire 10th floor.

Louisiana, Mo.—The Louisiana Mlg. Co. will erect a re-enforced concrete storage of 25,000 bus. divided into eight bins, to be completed in thirty days. The MacDonald Engineering Co. has the contract.

## KANSAS CITY LETTER.

Howard E. Ball, bookkeeper for the Kansas City board of trade for five years, has resigned, and H. E. Marshall will succeed him temporarily.

As the law of Missouri prohibiting the deduction of 100 lbs. per car of grain went into effect Aug. 16, 1909, shippers to this market who have had their shipments docked 100 lbs. are entitled to recover the full amount from the buyer in the event that the law is sustained. The Kansas City Board of Trade has asked for a rehearing of the case. The decision of the Supreme Court of Missouri was against the Board of Trade by a vote of 4 to 3.

The Board of Trade is trying to get a rehearing in the Missouri Supreme Court on the anti-dockage decision. Pending the final decision, several grain firms in Kansas City have signed an agreement to refund the value of the deductions in case the Missouri law is upheld.

The receipts of grain during March were: Wheat 1,971,200 bus., corn 1,575,500 bus., oats 313,000 bus., rye 9,900 bus., barley 63,800 bus., compared with receipts during Mar., 1909: Wheat 1,920,600 bus., corn 1,039,600 bus., oats 534,000 bus., rye 11,000 bus., barley 49,500 bus. Shipments during March were: Wheat 1,986,600 bus., corn 1,923,950 bus., oats 420,000 bus., rye 4,400 bus., barley 42,900 bus., compared with shipments during Mar., 1909: Wheat 2,182,400 bus., corn 841,800 bus., oats 603,000 bus., rye 1,100 bus., barley 17,600 bus.—E. D. Bigelow, sec'y Kansas City Board of Trade.

#### ST. LOUIS LETTER.

The vote on the proposition to increase the members rate of commission from  $\frac{1}{2}$  to  $\frac{3}{4}$  has been postponed until Apr. 29.

On the sixtieth business anniversary of the John Wahl Commission Co., Henry Greve was elected pres., to succeed John Wahl, who died recently, J. B. Wahl, vice-pres., and Ed. Wahl, sec'y.

Traders in privileges are now meeting on the second floor of the Merchants Exchange building. An employee of the Exchange is in charge of the door to keep out the general public.

The St. Louis Merchants Exchange is contemplating the installation of safe deposit box vaults in the basement of the building for the use of Exchange members, boxes to be rented at \$2 per year.

The Mississippi Valley Eltr. & Grain Co. will issue \$100,000 in bonds to enlarge its business; directors, Wm. Wehrenbrecht, H. W. Sebastian, Conrad Kellermann, A. H. Norris and J. G. Waldeck.

The felony charge against William F. Ryan, a bucket-shop proprietor, has been dismissed on assurance that he has gone out of the business and will remain out of the business permanently. The same rule will be observed in other cases.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of March the following bad order cars were found at the different eltrs. and track scales: Leaking grain door, 481; leaking over grain door, 22; leaking boxes, 1,550; leaking end windows, 55; cars not sealed, 702; end windows not sealed, 193; end windows open, 21 cars.

The Grain Standardization Laboratory of the U. S. Dept. of Agri. has been moved from 420 Merchants Exchange to Central bldg., Kansas City, Mo. The laboratory is in charge of E. L. Morris. The Merchants Exchange has established its own testing bureau for moisture in grain because of the removal. John Dower, supervisor of weighing, is in charge and a fee of 25c per car will be charged to members.

#### MONTANA.

Glendive, Mont.—The Eastern Montana Eltr. Co. will erect a 50,000-bu. eltr. on the N. P. right of way at this place. It will be of cribbed construction, covered with galvanized iron. The storage will be in 14 or more bins and one electric motor will drive the cleaner and another the machinery. Bids will be received until May 16 by Geo. W. Haskell, sec'y.

Lewistown, Mont.—The newly organized Farmers Eltr. Co. has bot the eltr. of M. B. Lytle; capital stock, \$25,000; directors, Mr. Nelson, A. L. Lang, Charles Wentworth.

Terry, Mont.—Three eltrs. will be erected here shortly, one by the Farmers Eltr. Co. of Wibaux, another by J. H. Dean, agt. for the Geo. C. Bagley Eltr. Co. of Lemmon, S. D., and a third by the Lytle Co. of Miles City.

#### NEBRASKA.

O'Neill, Neb.—The office of the Nye Schneider Fowler Co. burned Apr. 13.

Marion, Neb.—Powell & Nilsson have let the contract for their mill to G. H. Birchard.

Bethany, Neb.—E. W. Morrison bot the eltr. of G. M. Hague recently.—A. R. Roberts.

Wahoo, Neb.—Henry Huckfeldt has succeeded James Kearney as mgr. for the Updike Grain Co.

Ruskin, Neb.—A 35,000-bu. eltr. for the Farmers Eltr. Co. has just been completed by G. H. Birchard.

Western, Neb.—Mr. Swan recently bot the eltr. operated by E. McCann some time ago.—A. R. Roberts.

Glenville, Neb.—The Farmers Eltr. Co. is having a 15,000-bu. eltr. erected by G. H. Birchard, to be completed in June.

Mont Clare, Neb.—Richard Heinen of Spring Ranch bot the eltr. of Harnett Bros.—L. J. McCaddon, agt. Mo. Pac. R. R.

Platte Center, Neb.—The mill of the Platte Center Mfg. Co., capacity 100 bbls. per day, has just been completed by G. H. Birchard.

Rockford, Neb.—The Central Granaries Co. has received the machinery for its new eltr. from the York Foundry & Engine Works.

Omaha, Neb.—The Grain Exchange, the Real Estate Exchange and the Commercial Exchange may combine to erect a new building.

Aurora, Neb.—The Hamilton County Grain Co. has bot the eltr. of the Updike Grain Co. A. B. Carter remains as mgr.—A. R. Roberts.

Madrid, Neb.—H. E. Rector is having an eltr. erected by G. H. Birchard to handle small grain and ear corn, to be completed in June.

Auburn, Neb.—At the call of E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n, a meeting of grain dealers was held here Apr. 20.

Bradshaw, Neb.—The T. B. Hord Grain Co. has bot the entire machinery equipment for its new eltr. from the York Foundry & Engine Works.

Deweese, Neb.—We recently bot the eltr. of Hedrick & Wright and will operate under the name of Beck & Woods.—C. A. Beck, mgr. Beck & Woods.

Julian, Neb.—L. W. Sage bot L. L. Coryell's interest in the firm of Sage & Coryell recently and the eltr. will hereafter be run under his name.—A. R. Roberts.

Omaha, Neb.—The M. T. Shepherdson Co., Sioux City, Ia., has taken possession of the W. C. Fleury Grain Co. and offices have been opened in the Brandeis bldg.

Danbury, Neb.—B. B. Smiley is building a mill to grind alfalfa and corn, of one to two-ton capacity per hour, to be used for his own feeding. G. H. Birchard has the contract.

Omaha, Neb.—The Kiddle Grain Co. lost in its suit in the U. S. district court to have the involuntary bankruptcy proceedings against it set aside, the jury deciding in favor of the creditors.

Ulysses, Neb.—The Ulysses Grain Co. will remodel its eltr., increasing the capacity to 50,000 bus. and installing a new 25-h.p. gas engine. G. H. Birchard has the contract.—Lou Peschek, agt. SchAAF Grain Co.

Stockham, Neb.—We bot the eltr. of the Updike Grain Co. A. A. Grosshaus is our agt. F. F. Grosshaus has succeeded P. E. Haines as agt. for the Van Wickle Grain & Lumber Co.—Stockham Grain Co.

Hastings, Neb.—The C. Koehler Co., consisting of C. Koehler and B. S. Koehler, has succeeded H. Gund & Co. at the following stations on the C. B. & Q.: Blue Hill, Bladen, Campbell, Cowles, Rosemont and Carter.

Omaha, Neb.—The Maney Mfg. Co. will erect a 6-story brick building for mills, a 3-story warehouse and an eltr. of 100,000-bu. capacity on the site of the old plant. Contract for the machinery has already been let.

Cotesfield, Neb.—Cotesfield Farmers Grain & Supply Co. will build an eltr. R. M. Van Ness is the contractor. The entire equipment, including hopper and wagon scales, cleaner, rope transmission and engine, will be supplied by the York Foundry & Engine Works.

Elba, Neb.—Farmers Grain & Supply Co. incorporated; capital stock, \$20,000. R. M. Van Ness has the contract for the eltr., which is to be fitted with scales and rope transmission and is to be a thoroughly modern house. Machinery equipment will be furnished by York Foundry & Engine Works.

Oakland, Neb.—The Farmers Grain & Live Stock Co. is rebuilding its eltr. which was destroyed by fire. Capacity will be increased and the house will be thoroughly up-to-date. Machinery and supplies will be furnished by the York Foundry & Engine Works. E. H. Cramer is the contractor.

Omaha, Neb.—We shall continue in Omaha with equal facilities for the grain business that we have had heretofore. We have not definitely decided whether or not we shall rebuild on the site of our burned eltrs. In any event, we are considering propositions for elevation facilities.—S. P. Mason, Nye-Schneider-Fowler Co.

Omaha, Neb.—Members of the Omaha Grain Exchange voted April 14 on an amendment limiting the membership to 200 and fixing the cost of membership at \$1,000. The purpose of this amendment is to allow business men not actively engaged in the grain business, but who joined to promote the body, an opportunity to withdraw at a profit provided they find a buyer. The membership is now about 185. The proposition, however, did not carry, as too few members voted.

#### NEW ENGLAND.

Boston, Mass.—The iron workers employed on the new Boston & Albany grain eltr. have gone on strike.

Providence, R. I.—A committee of business men, of which A. M. McCrillis is chairman, is opposing the proposition of the National Ass'n of Railway Commissioners to reduce the period of time for unloading freight, 96 hours, now enjoyed by the New England receivers.

Charlestown Sta., Boston p. o., Mass.—Settlement has been effected in the case of Margaret Nolan vs. the Chandler Grain & Mfg. Co. Plaintiff, a sister of Michael M. Nolan, also administratrix of his estate, brot suit to recover for the death of Nolan, who was suffocated Sept. 12, 1907, by an avalanche of grain pouring down upon him while employed in the eltr.

## NEW YORK.

New York, N. Y.—Corn amounting to 78,000 bus. in the Lake Shore Eltr. has been posted as out of condition. An additional 100,000 bus. was later posted.

Franklinville, N. Y.—The mill, feed store and coal sheds of W. L. McGeorge burned April 9, together with machinery and several carloads of feed; loss, \$9,000; insurance, \$7,500. The fire is supposed to have been caused by sparks from a passing engine.

Batavia, N. Y.—Roberts Bros. will build an up-to-date mill four stories high, of brick, steel and concrete construction, facing the Erie tracks. The mill will contain six storage bins, four for wheat and two for coarse grains, capacity, 75,000 bus. In the center will be a cupola 70 feet high, into which grain will be elevated, run thru cleaners in the cupola and from them spouted into the bins. The eltr. will be 20x100.

## BUFFALO LETTER.

E. B. Wilber, aged 63 years, born in Batavia, died recently. He was one of the oldest grain dealers in this city.

R. E. Pratt and S. M. Ratcliffe were re-elected as directors of the Corn Exchange, also a new member, J. J. Rammacher, was elected.

The Eastern Grain Co. has recently been incorporated here to deal in grain, with a capital stock of \$100,000. Nesbit Grammer is pres. and John Rammacher, who was formerly an officer of the Burns-Yantis Grain Co., is sec'y and treas. of the new company, which will operate the Lake Shore transfer and cleaning eltr.

## NORTH DAKOTA.

Tokio, N. D.—Albert Jaqua will build an eltr. here this year.

Mott, N. D.—J. L. Jones of Minneapolis will build an eltr. here.

Sterling, N. D.—The American Society of Equity will build an eltr.

Munich, N. D.—The eltr. of the Farmers Grain Co. burned recently.

Beach, N. D.—E. Lloyd of Wibaux, Mont., will build an eltr. here.

Geneseo, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. burned recently.

Langdon, N. D.—The Amenia Eltr. Co. will build an eltr. on the site of the one destroyed by fire.

Cooperstown, N. D.—O. E. Thorn has bot the site of the burned eltr. of the Monarch Eltr. Co.

Walhalla, N. D.—D. C. McGuire, agt. of the State Eltr. Co., has closed the eltr. for the summer.

Jamestown, N. D.—Equity Eltr. Co. incorporated, capital stock, \$10,000, by L. A. Larson, pres., C. B. Joos, sec'y, and others.

Pingree, N. D.—Four carloads of seed peas have already been shipped in this year, and as several hundred acres have been sown the erection of a storehouse is likely this fall.

Dickinson, N. D.—The farmers reported in this column April 10 as organizing have incorporated as the Farmers Grain Co., with capital stock of \$15,000.

Kellogg, N. D.—The Thorpe Eltr. burned Apr. 16, with 1,500 bus. of wheat and some flax and barley. The fire started from an overheated journal in the cupola.

Hampden, N. D.—Farmers Eltr. Co. incorporated; capital stock, \$25,000; incorporators, Nels Pearson, Ludwig Anderson, Martinson Mortenson, Hampden, N. D., and others.

Mandan, N. D.—The Farmers Eltr. Co. will build a number of branch eltrs. at different points along the new railway. Eltrs. will be built at Schmidt, Wells and St. Anthony.

Logan Sta., Hecker p. o., N. D.—Equity Eltr. & Trading Co. incorporated; capital stock, \$10,000; pres., Wm. Hecker; v. p., David Bartleson; sec'y, Thorwald Mostad; treas., David Forbes.

Coal Harbor, N. D.—Equity Farmers Eltr. Co. incorporated; capital stock, \$20,000; incorporators, Fred Riebhoff, Albert Anderson, Malcolm, N. D., and John W. Caldwell, Coal Harbor, N. D.

Richardton, N. D.—Regent Grain Co. incorporated; capital stock, \$50,000; incorporators, John P. Jungers, Jos. Pechtl, Gladstone, N. D., and Anton Hetterich, Richardton, N. D., and others.

Monango, N. D.—W. A. Caldwell, pres. of the bank of Monango, died Apr. 14 at the age of 67 years. He was a pioneer of the state and owned eight eltrs. A wife and two children survive him.

Colgate, N. D.—According to the decisions of the district and supreme courts, Ray Umsted, former employe of the Colgate Farmers' Eltr. Co., will be awarded \$3,500 damages for injuries received by defective machinery, unless another appeal is taken to the supreme court.

Milton, N. D.—The Farmers Eltr. Co. has recently been organized and intends to build an eltr. this summer, 40,000 to 60,000 bu. capacity; subscription \$6,000, toward capital stock of \$25,000; pres., C. W. Plain; v. p., John McBride; sec'y, H. G. Halverson; treas., John Thronseth.—C. W. Plain.

Esmond, N. D.—There is a fine chance for eltr. men in this vicinity, as there will be a new cut-off by the Great Northern from Fargo to Minot, via New Rockford, practically a "bee" line across the country, which will become the main line and have the coast trains and thru freights. There are good prospects of the "Soo" building from Drake, via Devils Lake, to Medford, thus connecting its two principal lines in North Dakota and making a feeder for its "wheat line" to Duluth. Surveyors are now at work, both from Drake and from Medford. The line will probably pass thru Esmond, or near it on the north. This line will also offer openings for eltrs.—Styles & Koffel.

## OHIO.

Knoxdale, O.—The Square Deal Eltr. Co. recently suffered heavy loss by fire.

Bellevue, O.—The W. H. Gardner Grain & Mill Co. will rebuild the eltr. recently burned.

Waterville, O.—J. J. Loyd has succeeded me as agt. of the Toledo Grain & Mfg. Co.—C. R. Tasker.

Cincinnati, O.—The warehouse of the Standard Grain & Hay Co. burned Apr. 8. Damage to hay, grain and equipment, about \$25,000, building, \$5,000; covered by insurance.

Urbana, O.—C. I. Evilsizer has been incorrectly listed as on the Big Four. His shipments are made over the Erie.

Beatty, O.—George Collier, formerly with the firm of Hockman & Collier, North Hampton, is building a large eltr.

Toledo, O.—The Lappe Grain Co. has closed its offices and all local affairs will be handled at the main office at Pittsburg.

Columbus, O.—The Schaibly bill to put bucket-shops out of business in Ohio was favorably recommended in the House April 15.

Octa, O.—Owing to the death of J. E. Hawes, the Octa Grain Co. will now be conducted by his son, Paul Hawes, under the same name as heretofore.

Toledo, O.—Miss Kate King, daughter of Frank I. King, took an important part in the "Toy Ballet" at the Valentine Theater Apr. 22 and 23 for the benefit of the Newsboys' assn.

Ross, O.—Israel L. Willey, aged 76, pres. and founder of the Willey Mill & Eltr. Co., died of pneumonia at his home near Venice. He became overheated while burning brush on his farms.

Goes, O.—Walter A. Foureman has installed a complete line of machinery for the manufacture of chicken-feeds, cracked corn and chop-feed. The Pennsylvania R. R. is laying a switch to his eltr.

Toledo, O.—David Wallace, chief seed inspector for the Toledo Produce Exchange, has resigned on account of failing eyesight. He had been connected with the inspection department for thirty years.

Toledo, O.—Toledo Eltr. "A" on the Clover Leaf, a wooden structure operated by the Miami Maize Co., burned Apr. 20, together with 58,000 bus. of corn and 400 bus. of oats. Loss on building, \$21,500; loss on grain, \$34,500.

Gilboa, O.—In an automobile accident Apr. 12, Mr. Perkins, of Perkins & Gable, was fatally injured. Mr. Gable, who was also in the auto, escaped without a scratch. The machine, owned by both, was totally wrecked.

Wauseon, O.—Chas. C. Greenleaf, of Lyon & Greenleaf, millers and grain dealers, and of the Ligonier Milling Co., Ligonier, Ind., died Apr. 4, aged 71 years. The business will be continued by Carl Greenleaf, his son.

Columbus, O.—We have about decided to hold our annual meeting at Cedar Point June 14 to 17, going June 14 and returning June 17. The sessions will be held June 15 and 16.—J. W. McCord, sec'y Ohio Grain Dealers Ass'n.

Cleveland, O.—Fourteen new directors have been elected by the Cleveland Chamber of Commerce and the following officers: Pres., George W. Kinney; 1st v. p., Charles E. Adams; 2d v. p., Homer H. McKeehan; treas., Charles E. Farnsworth; sec'y, Munson A. Havens.

Cincinnati, O.—The Cincinnati firm charged with violating the interstate commerce act by underbilling has been found not guilty by the grand jury. The firm made it clear that the underbilling was simply the effect of routine and that the firm paid the freight subsequently on the basis of weighing later by the railroads.

Columbus, O.—Assemblyman LeBlond has introduced a bill in the Ohio legislature requiring that each bale of hay inspected shall have affixed to it "a tag, stencil, mark or seal" showing the grade. Anyone defacing or changing the mark, which would in any way mislead purchaser, will be fined not less than \$20 or more than \$100.

Cincinnati, O.—An attachment for contempt was issued in the case of the Chicago Board of Trade vs. the O'Dell Stock & Grain Co., for ignoring the injunction granted complainant in 1905 to keep defendants from securing its quotations.

Cincinnati, O.—Neglect by the C., H. & D. and the B. & O. roads to furnish a complete list of number of cars received has caused some cars to be overlooked and their sale to be delayed, the roads adding to the injury inflicted by assessing the \$1 per day demurrage.

Loudonville, O.—The Northwestern Eltr. & Mill Co. will build a re-enforced concrete storage of 60,000 bus., to be equipped with machinery for handling the grain to and from the plant. Building is to be entirely fireproof and is to be completed July 1. The Macdonald Engineering Co. has the contract.

Lockport, O.—While Samuel Glen, aged 20 years, of Girard, O., and Wm. Hanlon, aged 45 years, of Buffalo, were working on the top of the grain eltr. which is being constructed for the Federal Mfg. Co. by the McAllister-Bryan Construction Co., the scaffold gave way and they fell 50 feet to the bottom of the bin. Glen was severely bruised and Hanlon was injured internally.

Toledo, O.—The E. E. Evans Co. has moved its general offices from Tiffin to this point. With the increased volume of business and better railroad facilities and eltr. accommodations, also on account of the warehouses being located here, the company has deemed it wise to take this step and will carry on a general hay, grain and feed business, both wholesale and retail.—H. W. Bell, mgr., formerly with the Paddock-Hodge Co.

Springfield, O.—The Ansted & Burk Co. is building a re-enforced concrete grain eltr. of 150,000-bu. capacity, to handle grain at the rate of 8,000 bus. per hour. Eltr. will be equipped with three legs, one cleaner with Cyclone Dust Collector, car shovels, car puller, hopper scale of 1,600-bu. capacity, steel spouts, steel elevator legs and a belt conveyor to convey grain from the new eltr. to the present plant, and a system of spouts to the present steel storage tanks. The Macdonald Engineering Co. has the contract and it is to be completed by July 1.

E. W. Wagner & Co., whose headquarters are at Chicago, have recently opened branch offices at Toledo, Columbus, Dayton, Cleveland and Lima, with private wire connections to the Chicago Board of Trade and New York Stock and Cotton Exchanges. The Toledo office is in charge of G. W. Shephard, Spitzer Arcade; the Dayton office in charge of J. N. Allen, Davies bldg.; the Cleveland office in charge of Chas. A. Aaron & Co., Hippodrome bldg.; the Lima office in charge of O. C. Robinson, Opera block; and the Cleveland correspondent is Davis Commission Co.

## OKLAHOMA.

Snyder, Okla.—G. W. Cole will build an eltr. on the old site to replace the one burned.

Hobart, Okla.—The Chickasha Mfg. Co. of Chickasha, Okla., bot the eltr. of L. D. Sautbine.

Whiteagle, Okla.—H. B. Herrod & Co. have succeeded me and are the only grain buyers here.—William E. Lenix.

Butler, Okla.—I will build an eltr. at Butler and will purchase a full equipment of new machinery.—E. J. Webb, Geary, Okla.

Uncas, Okla.—The Uncas Eltr. which burned Apr. 12 caught fire from a passing engine. It was fully insured. A large crib of corn was saved.

Clinton, Okla.—Clinton Alfalfa Mill Co. incorporated; capital stock, \$20,000; directors, Andy Lacy, Wm. M. Church, E. F. Lacy, M. B. Church.

Oklahoma City, Okla.—D. O. Green resigned his position with the Harrah-Robb Grain Co. and has taken charge of his father's farm near Lovell, Okla.

Every Oklahoma grain dealer is making his plans to attend the best gathering of grain dealers ever held in Oklahoma City and all will be there May 24 and 25.

Oklahoma City, Okla.—The Tri-State Arbitration Board, representing the Kansas, Oklahoma and Texas Grain Dealers Ass'ns, held a 3 days' meeting here Apr. 5-7 and disposed of several cases.

Washington, Okla.—Two parties are trying to get suitable locations to build eltrs. here, but, owing to the lay of the land which is low and wet, they seem to be difficult to find.—McClean Construction Co.

Oklahoma City, Okla.—Buran House, for many years with the Okla. City Mill & Eltr. Co., and more recently with the Wichita Mill & Eltr. Co. of Wichita Falls, Tex., has resigned his position with the latter and has engaged in the grain business for himself at this city.

Oklahoma City, Okla.—Plans for the 13th annual meeting of the Oklahoma Grain Dealers and Millers Ass'ns were perfected Apr. 6 at a meeting of the local dealers with J. S. Hutchins of Ponca City, pres., and C. F. Prouty of Oklahoma City, sec'y of the Grain Dealers Ass'n, and C. V. Topping, sec'y of the Millers Ass'n. It was decided to hold the meeting on May 24 and 25 at the Chamber of Commerce building, Oklahoma City; and the executive committee of the Texas Grain Dealers Ass'n is considering May 26 and 27 as possible dates for the annual meeting of the Texas Ass'n.

## OREGON.

Baker City, Ore.—Oregon Mill & Grain Co. incorporated; capital stock, \$50,000; incorporators, Warder W. Stevens, Charles B. Stout, Thomas N. Braxton.

## PENNSYLVANIA.

Frackville, Pa.—We have sold our eltr. business to the Scott Grain & Hay Co.—Haupt Bros.

Pittsburg, Pa.—A special farm train was run over the Buffalo, Rochester & Pittsburg Ry. in Pa. during the week of Apr. 11, making stops of 15 min. at each station, so that farmers could have their soil analyzed and also get the benefits of the scientific study made by experts at the State Agricultural School.

## PHILADELPHIA LETTER.

Corn and oats are in very light holdings, but buyers are somewhat scarce.

Joseph W. Beatty, treas. of the Commercial Exchange, has been elected a director of the Merchants Warehouse Co., to succeed the late Thomas D. Griest.

The dredging of the 35-foot channel in the Delaware River, it is now claimed, will be an important co-operation with Mayor Reyburn's plan for a mammoth ship basin along the river front.

The special committee to hear the sworn charges of Frank L. Neall as to freight discriminations by the railroads

against Philadelphia has held a number of sessions and one or two more will probably conclude the examinations. It is believed that in the end the whole matter will be sent up to the Interstate Commerce Commission. The affair thus far, it is said, has cost the Exchange several hundred dollars.—S. R. E.

## SOUTH DAKOTA.

Crandall, S. D.—Vid Jones will build an eltr.

Huron, S. D.—F. B. Reese bot the eltr. of Steele Bros.

Roswell, S. D.—F. B. Reese sold his eltr. at this place.

Hoven, S. D.—H. S. Thompson is going away for the summer.

Sturgis, S. D.—Lewis Rice of St. Peter, Minn., will build an eltr. here.

Running Water, S. D.—M. King has bot the eltr. of the Avon Grain Co.

Wakonda, S. D.—E. A. Harseim is now mgr. of the Farmers Co-operative Eltr. Co.

Madison, S. D.—The Farmers Eltr. Co., whose eltr. burned recently, will build another.

Marvin, S. D.—Farmers intend to build an eltr. here.—Ramsey & Stohl, agts. W. H. Walters.

Groton, S. D.—J. F. Meyer will succeed me as mgr. of the Groton Farmers Eltr. Co. May 1.—E. A. Kranhold.

Volin, S. D.—The eltr. of the Atlas Eltr. Co. will be torn down and rebuilt at some other place.—E. A. Harseim, former mgr.

Beresford, S. D.—R. J. Pully, formerly mgr. of the farmers' eltr. at Palmer, Ia., is now mgr. of the Farmers Eltr. Co. here.

Viborg, S. D.—The C. & O. Grain & Stock Co., composed of Christensen & Olsen, has bot the grain business of the Olsen Grain Co.

Hoven, S. D.—I formerly operated an eltr. at Souris, N. D., and have bot the eltr. of H. S. Thompson at this point. This is a cribbed house of 25,000-bu. capacity and contains modern machinery, such as weighing-out scale, cleaner, etc.—Emil Nelson.

Freeman, S. D.—Gideon DeWald is now agt. for DeWald & Walters. Isaac Kleinsasser, former agt., is now mgr. of the Goodridge-Call Lumber Co. A. A. Wollman has installed an automatic scale in his eltr. C. Frederick has bot more corn than any other eltr. at this station.—W. H. Borman, agt. Shanard Eltr. Co.

## SOUTHEAST.

Wilmington, Del.—T. C. Hunter has bot the plant of the Whitehall Mfg. & Grain Co. for \$6,000.

Thomasville, Ga.—I will handle grain, hay, flour and meal. Formerly I was in the jobbing business, but not then in grain except in retail.—M. H. Goodwin.

Jacksonville, Fla.—The Board of Trade has bot moisture testers for use by the hay and grain inspection committee, of which J. C. Darby is chairman. John K. Williams has charge of the testing department.

## TENNESSEE.

Columbia, Tenn.—The Columbia Mill & Eltr. Co. suffered \$7,000 loss by a cyclone Apr. 15. The firm carried \$15,000 tornado insurance. The storm unroofed the warehouse of Dale Bros.

Alexandria, Tenn.—O. P. Barry, who recently bot the eltr. of C. F. Floyd, will convert it into a cold storage plant.

Memphis, Tenn.—At a meeting of the directors of the Merchants Exchange Apr. 14 J. J. Stephenson was expelled "for business methods unbecoming a member of the Exchange."

## NASHVILLE LETTER.

The ruling of the Interstate Commerce Commission against reshipping privilege in this territory, which was to go into effect Apr. 1, has been suspended indefinitely.

The statement in this column Apr. 10 that the U. S. district attorney had filed a bill against us for violation of the pure food law is an error.—Harsh Bros. & Co., St. Louis, Mo.

Grain has been dull for some weeks here and dealers show a strong disposition to keep out of the market both for cash grain and options. Several of the local dealers were hit hard on option trading during the past thirty days and this added to the general uncertainty of the market has almost stopped trading. Stocks on hand continue large and while receipts have been light there is comparatively little outlet for grain from this market and the warehouses and eltrs. are still full.

The Nashville Grain Exchange on Apr. 20 elected the following officers: Byrd Douglas, pres. (re-elected); J. H. Bell and R. W. Hale, vice-pres.; F. E. Gillette, A. C. Harsh, H. H. Hughes, Chas. D. Jones and R. H. Worke, directors. The board of directors will meet within the next few days and elect a sec'y and treas. E. C. Hawkins has served in that capacity for the past year, but has given notice that he does not care to serve longer. Great progress has been made since its organization more than a year ago by the Grain Exchange. The call board and clearing house systems have been operated and business is transacted exactly as in the larger grain centers. New members have been added to the Exchange and new firms have from time to time embarked in the grain business. The local exchange is much interested in the reshipping and elevation questions which were brought by Atlanta dealers last year before the Interstate Commerce Commission.

## TEXAS.

Yoakum, Tex.—The H. Tribble Produce & Grain Co. on Apr. 7 suffered \$500 loss by fire.

Coleman, Tex.—The Coleman Mill & Eltr. Co. is building a large eltr. and also installing a new boiler and engine room.

Austin, Tex.—The railroad commission adopted a rate of 10c per hundred pounds on rice bags in carloads, minimum weight, 30,000 pounds per car.

Jacksonville, Tex.—Our warehouse on the I. & G. N. tracks will soon be completed and will have a storage capacity of forty cars.—Reinhardt & Co.

Daingerfield, Tex.—The three warehouses of Connor Bros. burned Apr. 16, together with groceries, grain and hay, and wagons and buggies to the amount of \$10,000; no insurance.

Galveston, Tex.—The leading business men of Galveston are endeavoring to amalgamate the Chamber of Commerce, the Cotton Exchange and the Board of Trade. This proposition seems favorable to the members of these different institutions.

Houston, Tex.—The eltr. which we are building will be of 25,000-bu. capacity and will be equipped with two eltr. stands, a chop mill and oat clipper, also electric power. In addition to the eltr. we will build a brick warehouse 60x170.

Fort Worth, Tex.—Thomas C. Dick, representative of the J. Sidney Smith Grain Co. of Kansas City, Mo., died suddenly Apr. 14 of acute indigestion, aged 65 years. The remains were taken to Topeka, Kan. He is survived by a widow and six children.

Fort Worth, Tex.—E. R. & D. C. Kolp are installing a 1,000-bu. Hess Drier, which is the only drier in Fort Worth. The exhaust from the large gasoline engine used to operate the machinery, provides the necessary heat required for the drier. If this utilization of the heat of the exhaust proves a success, it will be a valuable asset to the Fort Worth trade, and the discovery will be quite valuable to the grain trade in general.

Ft. Worth, Tex.—Our executive committee will meet in a few days and fix the time and place for our annual meeting. This meeting will be held either in Ft. Worth, Dallas, or Galveston, though I am of the opinion that it will be held in Ft. Worth, and that May 26th and 27th will be the dates, but until our executive committee meets, I can not state with authority as to either the time or place of meeting.—G. J. Gibbs, Sec'y-Treas., Grain Dealers Ass'n.

## WISCONSIN.

Algoma, Wis.—The Algoma Grain Co. discontinued business Apr. 1.

Truesdell, Wis.—Jacob Alsted & Son have installed a Marseilles corn sheller.

Wausau, Wis.—The H. E. McEachron Co. has decreased its authorized capital stock from \$175,000 to \$100,000.

Delavan, Wis.—The eltr. and coal shed of Lilley Bros. burned Apr. 8; loss, \$2,000, partially covered by insurance.

Madison, Wis.—It is said that the Wisconsin State Railroad Commission contemplates a revision of the demurrage rules.

Eau Claire, Wis.—The Updike Commission Co. has opened a branch office here and T. A. Bryant will be mgr. temporarily.

New London, Wis.—The eltr. of the W. W. Cargill Co. run by John Renk burned Apr. 7, together with 800 bus. of potatoes and 2,500 bus. of grain.

Belle Plaine, Wis.—Shawano Co. Equity Eltr. Co. incorporated; capital stock, \$2,000; incorporators, W. J. Krueger, W. E. Merriam, E. S. Hildemann.

Washburn, Wis.—The Omaha road is taking down the big 800,000-bu. eltr. which has stood idle for 3 years. The work of removing the machinery has begun.

Superior, Wis.—J. M. Cashel sold his interest in the North Dakota Grain Co. to J. P. Simons. Mr. Cashel will go west to engage in other business. The North Dakota Grain Co. is doing business on the local board of trade.

Eau Claire, Wis.—The Eau Claire County American Society of Equity has arranged to purchase the old Lakeside Eltr. site for \$2,000 and remodel the building and install machinery. The organization will have \$5,000 paid up stock and the following directors: Clarence Sprague, Geo. Cummings, P. J. Fitzpatrick, Harvey Ganong, and Richard Kelley, and a name will soon be chosen.

Lodi, Wis.—Isaac S. Caldwell has bot the interest of W. W. Caldwell in the grain business of Caldwell Bros. The latter will take a pleasure trip to California.

## MILWAUKEE LETTER.

The Chamber of Commerce has admitted Otto Dittmer, Fred W. Haseltine and C. E. Hooper to membership.

The Chas. A. Krause Mfg. Co. will build a corn and hominy mill, with capacity of 6,000 bus. of corn daily.

H. A. Plumb, sec'y-treas. of the chamber of commerce, reports the total income for the fiscal year to have been \$51,391.94, which with balance, fees received, proceeds of membership sales, made \$64,953.58. The income, exclusive of weighing and inspection departments, was \$19,727.13. The balance at the close of the fiscal year amounts to \$13,788.93.

The Milwaukee Chamber of Commerce adopted the rules advocated by the National Grain Dealers Ass'n for grading of grain. The following supervisors of grain inspection and weighing were nominated by Pres. E. J. Furlong of the Milwaukee Chamber of Commerce and confirmed by the board of directors: W. M. Bell, A. K. Taylor, D. G. Owen, J. J. Brook and P. C. Kamm. F. F. Clapp has been reappointed as chief weigher and A. A. Breed as chief inspector.

## WYOMING.

Sheridan, Wyo.—The Sheridan Mfg. Co. will build an eltr., increasing its present storage capacity to 50,000 bus., and will also install additional milling machinery, increasing its capacity to 100 bbls. per day. The company is composed of G. G. Carroll and C. C. Robinson and was formerly the firm of Carroll & Kirby.

Flour from cotton seed, recently used in making bread with a 40 per cent admixture of wheat flour, and cakes without other flour, is attracting public attention in the south where it is said to have been used privately for such purposes for 20 years. The cost of cotton seed flour is said to be only 50 or 75 per cent that of cereals while its nutritive value is declared to be from five to seven times as great.

The drawback provision in the new tariff bill according to students of that measure, will result in the grinding of Canadian wheat by Minneapolis flour mills before another crop has been raised in the United States. The drawback clause, which will be particularly important to mills close to the Canadian border, will permit the miller to enter the world's markets, buy wheat, grind it in bond and export the flour. The by-product may then be taken from the bonded mill and sold for domestic consumption upon the payment by the miller of the duty that would be assessed by the government if the byproducts had been imported. The millers were contending for this while the tariff bill was before Congress. As to the ability of the millers to import wheat under this more liberal provision calculations show that under a 20 per cent ad valorem duty applying to byproducts from foreign wheat, when the latter are withdrawn for domestic consumption, foreign wheat at 4½c a bu. under the American market, can be ground by the American miller without loss. At any price representing a greater difference than 4½c there would be a proportionate profit to the American miller.

## Statutes Governing the Grain Business.

Illinois Grain Shippers will be interested in the following state statutes collected by Sec'y Strong of the Illinois Grain Dealers Assn:

**Receiving, Carrying and Delivering Grain.** An act regulating the receiving, transportation and delivery of grain by railroad corporations, and defining the duties of such corporations with respect thereto. (Approved April 25, 1871; in force July 1, 1871).—L. 1871, p. 636.

118.—1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That every railroad corporation, chartered by or organized under the laws of this State or doing business within the limits of the same, when desired by any person wishing to ship any grain over its road, shall receive and transport such grain in bulk, within a reasonable time, and load the same either upon its tracks, at its depot, or in any warehouse adjoining its track or side track, without distinction, discrimination or favor between one shipper and another, and without distinction or discrimination as to the manner in which such grain is offered to it for transportation, or as to the person, warehouse or place to whom or to which it may be consigned.

And at the same time such grain is received by it for transportation, such corporation shall carefully and correctly weigh the same, and issue to the shipper thereof a receipt of bill of lading for such grain, in which shall be stated the true and correct weight.

And said corporation shall weigh out and deliver to such shipper, his consignee or other person entitled to receive the same, at the place of delivery, the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity of the same.

In default of such delivery the corporation so failing to deliver the full amount of such grain shall pay to the person entitled thereto the full market value of any such grain not delivered at the time and place when and where the same should have been delivered.

If any such corporation shall, upon the receipt of it of any grain for transportation, neglect or refuse to weigh and receipt for the same, as aforesaid, the sworn statement of the shipper, or his agent, having personal knowledge of the amount of grain so shipped, shall be taken as true, as to the amount so shipped; and in case of the neglect or refusal of any such corporation, upon the delivery by them of any grain, to weigh the same as aforesaid, the sworn statement of the person to whom the same was delivered, or his agent, having personal knowledge of the weight thereof; shall be taken as true, as to the amount delivered. And if by such statements it shall appear that such corporation has failed to deliver the amount so shown to be shipped, such corporation shall be liable for the shortage, and shall pay to the person entitled thereto the full market value of such shortage, at the time and place, when and where the same should have been delivered.

119.—2. **Track Scales.** At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand (50,000) bushels or more, such corporation shall, when required so to do by the persons who are the shippers of the major part of said 50,000 bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and correctly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required

to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any station or place, the sworn statement of the shipper, or his agent, having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped. In case any railroad corporation shall neglect or refuse to comply with any of the requirements of section first, second and fifth of this Act, it shall, in addition to the penalties therein provided, forfeit and pay for every such offense and for each and every day such refusal or neglect is continued, the sum of one hundred dollars (\$100.00), to be recovered in an action of debt before any justice of the peace, in the name of the People of the State of Illinois, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution, including such reasonable attorney's fees as may be assessed by the justice before whom the case may be tried. (As amended by Act approved May 18, 1877. In force July 1, 1877. L. 1877, p. 168; Legal News Ed., p. 152.)

120.—3. **Must Deliver Within State as Billed.** Every railroad corporation which shall receive any grain in bulk for transportation to any place within the State shall transport and deliver the same to any consignee, elevator, warehouse, or place to whom or to which it may be consigned or directed: Provided, such person, warehouse or place can be reached by any track owned, leased or used, or which can be used by such corporation; and every such corporation shall permit connections to be made and maintained with its track to and from any and all public warehouses, where grain is or may be stored. Any such corporation neglecting or refusing to comply with the requirements of this section, shall be liable to all persons injured thereby for all damages which they may sustain on that account, whether such damages result from any depreciation in the value of such property by such neglect or refusal to deliver such grain as directed, or in loss to the proprietor or manager of any public warehouse to which it is directed to be delivered, and costs of suit, including such reasonable attorney's fees as shall be taxed by the court. And in case of any second or later refusal of such railroad corporation to comply with the requirements of this section, such corporation shall be by the court, in the action on which such failure or refusal shall be found, adjudged to pay, for the use of the People of this State, a sum of not less than \$1,000.00, nor more than \$5,000.00, for each and every such failure or refusal, and this may be a part of the judgment of the court in any second or later proceedings against such corporation. In case any railroad corporation shall be found guilty of having violated, failed, or omitted to observe and comply with the requirements of this section or any part thereof, three or more times, it shall be lawful for any person interested to apply to a court of chancery, and obtain the appointment of a receiver to take charge of and manage such railroad corporation until all damages, penalties, costs and expenses adjudged against such corporation for any and every violation shall, together with interest, be fully satisfied.

121.—4. **Changing Shipping Instructions:** All consignments of grain to any elevator or public warehouse shall be held to be temporary, and subject to change by the consignee or consignor at any time previous to the actual unloading of such property from the cars in which it is transported. Notice of any change in consignment may be served by the consignee on any agent of the railroad corporation having the property in possession who may be in charge of the business of such corporation at the point where such property is to be delivered; and if, after such notice, and while the same remains uncanceled, such property is delivered in any way different from such altered or changed consignment, such railroad corporation shall, at the election of the consignee or person entitled to control such property, be deemed to have illegally appropriated such property to its own use, and shall be liable to pay the

owner or consignee of such property double the value of the property so appropriated; and no extra charge shall be permitted by the corporation having the custody of such property, in consequence of such change of consignment.

122.—5. **24 Hours Free Time:** Any consignee or person entitled to receive the delivery of grain transported in bulk by any railroad, shall have twenty-four hours, free of expense, after actual notice of arrival by the corporation to the consignee, in which to remove the same from the cars of such railroad corporation, if he shall desire to receive it from the cars on the track; which twenty-four hours shall be held to embrace such time as the car containing such property is placed and kept by such corporation in a convenient and proper place for unloading. And it shall not be held to have been placed in a proper place for unloading, unless it can be reached by the consignee, or persons entitled to receive it, with teams or other suitable means for removing the property from the car, and reasonably convenient to the depot of such railroad corporation at which it is accustomed to receive and unload merchandise consigned to that station or place. Nothing herein contained, however, shall be held to authorize the changing of any consignment of grain, except as to the place at which it is to be delivered or unloaded, nor shall such change of consignment, in any degree, affect the ownership or control of property in any other way.

123.—6. **Must Deliver Grain to Connecting Lines:** Every railroad corporation organized or doing business under the laws of this State, or authority therefor, shall receive and deliver all grain consigned to its care for transportation at the crossing and junction of all other railroads, canals and navigable rivers. Any violation of this section shall render any such railroad corporation subject to the same penalty as contained in section 3 of this Act.

A customer of Arthur Petri asked him if he knew what a bull was, and Arthur confessed to a knowledge of such a thing, whether animal, human or an Irish bull, and to the question whether he knew what a bear was Mr. Petri said he had met a few. "Then," said his customer, "what is a steer?" "Ah," replied the broker, "that's easy. It's when I give you the straight dope and it goes wrong." —*Modern Miller.*

The completion of the second unit of the Bellefourche, S. D., irrigation project has been announced by the Sec'y of the Interior. This tract embraces 10,000 acres, divided into 40 and 80 acre farms. These farms now are available for entry under the provisions of the homestead and reclamation laws. No lottery system is to be employed. The area is situated close to a railroad, near private lands which are selling for \$25 to \$50 an acre without water right. The entire cost of water right for a 40 acre farm is \$1,200, payable in ten annual installments.

Corporation taxes will be paid, but not without protest, if the recommendation of Atty. Reed, official counsel for the Millers Nat'l Federation, is followed out. The form of protest, suggested by Atty. Reed, follows: "This report and payment are made under protest and solely by reason of duress and coercion of the heavy penalties demanded by the statute upon the corporation and its officers for failure to make the report and pay the tax. It is requested that the report be considered as confidential, and that no access be permitted to the report, or the contents thereof communicated to any person except federal officials charged with the enforcement of the statute. All right to demand and receive repayment of the tax if the statute is held unconstitutional and void by the proper tribunal is reserved."

### Lightning Protection.

Twenty years ago the lightning rod man was classed with the gold brick sharper; but as we obtained more information about electricity and thereby better understood the causes and effect of lightning inventive genius has so improved and increased the capacity of the conductor that today this device is not only theoretically safe but in practice protects many buildings.

The thunder bolt was demonstrated by Benjamin Franklin to be a form of electricity, but it was not until later that electricians succeeded in determining the form of electricity. It is now well known that lightning is a form of static electricity and is practically harmless provided a conductor of sufficient capacity is provided to carry it into the earth.

Notwithstanding this knowledge there is still a large annual loss of buildings on account of this destructive force. The statistics of the U. S. Government put this loss at \$4,000,000 annually and the highest buildings are the greatest sufferers. Hence all those who have tall structures should look into this matter carefully. It is worthy of the most careful consideration by all elevator men.

We have had the draughtsman of the Arrow Conductor & Mfg. Co., Chicago, indicate on the drawing of the elevator shown herewith, the best manner of installing or equipping an elevator with a lightning conductor.

This company claims the honor of having its system on the steeple of the highest church in the state of Illinois and has every facility for properly installing promptly and economically its modern system which is based upon the latest results of the most careful scientific investigation.

The most vital parts of a lightning conductor are the receiving and discharging terminals. The Arrow System of grounding insures moist earth and a perfect discharge at all times. Simply to stick the end of the rod into the ground will cause the current to become clogged and it will fuse at different points.

Where cable connections occur, one is braided into the other, so that there really is no connection, it being a perfect circuit.

For the benefit of our readers who may be planning this kind of protection for

their buildings we give below the essential specifications for a good lightning conductor.

First: That the point be made of Pure Solid Copper not less than nine inches long.

Second: That the cable be in one continuous length of the purest copper of a suitable thickness.

Third: That the ground terminals have reservoirs of sufficient metallic surface to discharge the current as fast as the points receive. This is a strong feature to be considered where more than two points protect a structure, so that the discharging capacity equals the receiving, to avoid melting or fusing.

Fourth: The connections should be made by a skilled workman (the braided-in splicing is the best and safest) who understand proper splicing so that the system will have the least possible resistance.

Fifth: That the construction be neat and ornamental as well as durable.

### Books Received

**INTERNATIONAL CROP REPORTING SERVICE.**—The report presented by Dr. Traugott Muller, delegate of the German Empire at the International Institute of Agriculture, Rome, in favor of international crop reports, has been published as Senate Document No. 411.

### Exports.

Broomcorn valued at \$309,728 was exported during the eight months prior to Mar. 1; against \$203,030 worth during the corresponding period of 1908-9.

During the eight months we also exported buckwheat amounting to 139,419 bus.; against only 207 bus. the year before.

Malt amounting to 87,883 bus. was exported during the eight months, against 110,580 bus. during the eight months prior to Mar. 1, 1909.

During the eight months prior to Mar. 1, we exported 430,622,405 lbs. of linseed oil cake, against 488,704,556 lbs. in the corresponding period ended Mar. 1, 1909, as reported by O. P. Austin, chief of Bureau of Statistics.

### Northwest Wheat Lands Sickened by Fungus.

Fungus in the soil and fungus on the seed is the chief cause of diminished yields and shriveled grain in the old wheat lands of the Red River Valley.

Wheat crops are quite commonly attacked by three or four types of minute fungi not heretofore recognized as definite wheat parasites. These parasites not only attack the wheat heads and grains but gain entrance to the interior of the grain and bring about blighting and shriveling, and also live over in the soil after the manner characteristic of flax-wilt and flax-canker fungi. It is therefore important that seed treatment and rotation of crops be followed.

Treat the seed as recommended for smuts of wheat, either by the formaldehyde method or the modified hot-water method. As these diseases of wheat often attack the grains internally it is possible that some new method of seed treatment will yet supplant the ones now in common use, tho these are extremely efficient. Sow the treated grain upon soil that has not lately been occupied by wheat. The rotation should be of such nature as to introduce one or more thoro cultivations of the soil, such as that necessary to develop a proper corn or potato crop.—Professor H. L. Bolley, Agricultural College, N. D.

## HONESTLY The King Buckhorn Machine

Will separate Buckhorn, Ripple and other foul seeds from Clover seed and Alfalfa.

We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

**J. M. KING & SON**

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YOU can sell more paint than anybody in your town and add a large sum to your annual profit if you will take our agency for

## STANDBY BARN PAINT

¶ We create the demand for the goods, we give you the exclusive sale in your vicinity. We have jobbers near you so it is not necessary to buy a large stock. And we back up our advertising with the best wearing, best colored, finest ground paint that it is possible to make.

*Now is the time to stock up.*

**Wadsworth-Howland  
Company**

Fulton Street, Corner Carpenter  
CHICAGO, ILL.



Elevator Properly Equipped with Lightning Conductor.

# Seeds

D. M. Ferry & Co., of Detroit, Mich., will enlarge their seed house at a cost of \$70,000.

The Manitowoc Seed Co., of Manitowoc, Wis., will erect a 4-story building in addition to its present plant.

The A. Ostberg Seed Co. has been incorporated at Chicago, Ill., to do a general seed and florist business. The capital stock is \$100,000, and the incorporators are Andrew Ostberg, Chas. Swanson and E. F. Bell.

Peoria received during March 255,000 lbs. of seeds, against 120,000 received in March of last year; and shipped 267,000 lbs., compared with 30,000 lbs. during March, 1909.—John R. Lofgren, sec'y Board of Trade, Peoria, Ill.

Pres. E. J. Furlong of the Milwaukee Chamber of Commerce nominated the following committee, confirmed by the board of directors, for arbitration of grass and clover seeds: L. L. Runkel, W. A. Hottensen, S. G. Courteen, L. Teweles and G. C. Holstein.

J. H. White, who has bot a controlling interest and will be elected president of the Amzi Godden Seed Co. of Birmingham, Ala., contemplates many changes which will be of great benefit to the company. George B. McVay will serve as vice-pres. and gen'l mgr.

Beneficial rains have fallen in the important clover seed producing states, and the outlook is for an average crop. There will not be the old seed to take care of that there was a year ago. Some will be carried over, but the amount will be small.—J. F. Zahm & Co.

State Dairy and Food Commissioner Wright, Apr. 12, instituted three suits against Iowa seed dealers for offering for sale or selling seed corn not up to the required standard for germination, two suits being brot against John C. Preston and one against L. A. Nelson, both of Crystal Lake.

Reports indicate the condition of old clover fields in the northern section of Iowa as 101%; central section, 100%; southern, 71%; an average of 91% compared with last year. The acreage of the new crop of clover in the northern section is estimated at 103%, central 99%, southern section 87%, an average of 93% compared with that of last year.—G. A. Wells, Des Moines, Ia.

The Canadian Seed Growers Ass'n has issued a catalog and price list of highly selected and registered seed produced by its members in 1909 and now held for sale. About 8,000 bus. of seed are cataloged, with the name of the grower, the number of years of selection and the selling price. This is a valuable bulletin for those wishing to secure foundation stock of high class pure seed. Copies may be had by addressing the sec'y of the ass'n. Canadian bldg., Ottawa, Ont.

Missouri has no pure seed law, and the farmer is therefore more or less at the mercy of the seed houses. Pure seed laws have been in effect in Europe for many years and European seed houses therefore foist off their poor seeds on the unprotected American farmer. Several of the states have such laws, but Missourians have not been educated to it yet. They do not realize its importance.—Professor M. F. Miller, Missouri College of Agri.

Toledo received during March 18,127 bags of clover seed, compared with 19,337 bags during March, 1909. March shipments amounted to 28,683 bags of clover seed, compared with 23,600 during March, 1909.

London, Eng.—The spring seed sowing demand is now in full swing. Clean English red clovers remain unchanged, as are also sifted French, Russian, Hungarian and Chilian reds. Alsikes firm to rising in spot Canadian and American seed. Whites in good demand all qualities, prices rising. Trefoil scarce and higher. Province lucerne and timothy also rising.—John Picard & Co.

Toledo received during the week ending Apr. 23, 1,750 bags clover seed, compared with receipts during the corresponding week last year of 2,300 bags. Receipts this season have been 71,200 bags, compared with 149,200 received during the same period last year. Shipments for the week amounted to 900 bags, compared with 2,500 bags shipped during the corresponding week of 1909. Shipments for the season have been 72,300, compared with shipments of 116,000 bags for the corresponding week a year ago.

Cincinnati received during March 7,889 bags of clover seed, 7,582 bags of timothy seed and 18,005 bags of other grass seeds, compared with receipts during March, 1909, 5,333 bags of clover seed, 598 bags of timothy seed and 11,079 bags of other grass seeds. Shipments during March included 6,620 bags of clover seed, 6,955 bags of timothy seed and 17,448 bags of other grass seeds, compared with shipments during March, 1909, 7,601 bags of clover seed, 6,657 bags of timothy seed and 15,672 bags of other grass seeds.—C. B. Murray, Sup't. Cincinnati Chamber of Commerce.

Chicago received during the week ending Apr. 23 898,200 lbs. timothy seed, 71,800 lbs. clover seed, 160,000 lbs. other grass seeds and 12,000 bus. of flaxseed; against 994,700 lbs. timothy seed, 112,000 lbs. clover seed, 701,000 lbs. other grass seeds and 24,000 bus. flaxseed during the corresponding week a year ago. Shipments during the week have been 591,900 lbs. timothy seed, 73,300 lbs. clover seed, 555,700 lbs. other grass seeds and no flaxseed; against 325,900 lbs. timothy seed, 304,500 lbs. clover seed, 353,800 lbs. other grass seeds and no flaxseed during the corresponding week of 1909.

Two pure seed bills were recently introduced in the Maryland legislature, one by Delegate Collier, in the House, and the other by Senator Biddison, in the Senate. The Collier bill passed the House and Senate without any opposition. The Biddison bill died in the Senate Finance Committee. When this measure was examined before the Governor, it was found that it was the Biddison bill with Mr. Collier's name on it. It is believed that this is the mistake of the printer. However, a thoro investigation is being made, as it is not believed the Governor will sign the pure seed bill under these conditions.

Imports of clover seed during the eight months prior to Mar. 1 amounted to 9,985,301 lbs.; flaxseed, 1,062,344 lbs.; compared with 8,285,729 lbs. of clover seed and 41,104 bus. flaxseed imported during the corresponding period of 1909. Exports of clover seed during the eight months prior to Mar. 1 aggregated 6,240,543 lbs.; flaxseed, 64,742 bus.; timothy, 20,082,817 lbs.; other grass seeds amounting to \$542,877; compared with 13,425,484 lbs. of clover seed, 880,125 bus. flaxseed, 17,193,897 lbs. timothy, and other grass

seeds amounting to \$406,945, exported during the corresponding period of 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Rats in the House of Representatives.

Down in the basement of the House at Washington several tons of seeds have accumulated in recent weeks, sent over from the Department of Agriculture to be distributed to the constituents of the Congressmen. The seeds are being mailed out rapidly, but many tons are still in stock. They have attracted rats of various sizes, and these rodents are growing fat on Uncle Sam's high priced seeds.

From the basement the rats and mice are making their way to the office rooms. The ordinary quiet and peace of the dignified structure is broken periodically by the screams of a young woman employee who has discovered a mouse in her typewriter, or by the sudden, startled bellow of a Congressman who finds a rat nosing through his file of pension cases. Rat and mice chases down the broad corridors are becoming frequent.

Numerous tho they may be it is not believed that the rats can work fast enuf to save the post office the expense of carrying out the free seed farce.

## Buenos Aires Future Market Growing.

Business in the Buenos Aires option market continues to increase in a very satisfactory manner, but the lack of storage is becoming more and more flagrant as month succeeds month. During the past week a difference of 40 cents has ruled between March and May wheat delivery, and nearly 50 cents in flaxseed. With proper storage facilities such an extraordinary difference could not occur, for any dealer could buy strongly of the early month and at the same time sell for May, holding the grain for six weeks and realizing the difference in prices.

It is surprising that the larger firms, with storage facilities and large capital do not follow this policy, for a profit is certain. At the present time it is impossible for the small dealer to operate on these lines, inasmuch as taking March delivery entails the payment of the whole value of the grain, an operation outside the scope of the great majority. With proper depots and the warrant system in force, whereby the very storing of the grain implies the return of 85 per cent or 90 per cent of its value, such differences as 40 cents between March and May become absolutely impossible.

We repeat what we have stated on occasions too numerous to mention; the Buenos Aires option market rests on an insecure foundation and it is the bounden duty of the board of directors to encourage the formation of reliable storage companies empowered to issue warehouse certificates.—*Review of the River Plate.*

Were I in the grain business I would not try to do without the Grain Dealers Journal.—S. M. Owen, Rosedale, Kan.

After experimenting for 13 years, Prof. H. L. Bolley of the agricultural college of the University of North Dakota has announced that he has discovered the five distinct types of fungi parasites which cause the varieties of wheat sickness that have made lands apparently barren and are gradually lessening the production of wheat-growing countries.

## Millers' Report on Feedstuffs Law

The special legislative committee of the Millers National Federation on uniform feeding stuffs law has recently made a report to the directors of the Federation from which we take the following:

On Nov. 16-18, 1909, there was held at Jackson, Miss., the annual convention of the Southern States Ass'n of Commissioners of Agri. Your chairman was asked to present a paper and did so on the subject, "Control of the Trade in Feeding Stuffs and the Main Feature of a Uniform Feed Law." He was courteously received by the officials and took part in the discussion in reference to a uniform feeding bill, but was unsuccessful in inducing the officials to exempt wheat feeds from their bill. The balance of their bill was not greatly different from the millers' bill.

We claimed exemption for two reasons. First, because out of 33 states having feed laws wheat feeds are exempt in 20. Second, because wheat feeds are practically meals made from the whole berry, which is exempt in all states. They are nature's own virgin products already standardized by the trade itself. We claimed that it was no more just to tax wheat feeds than the flour made at the same time. Of course, these officials would not listen for a moment to the exemption for the reason that it would reduce the incomes of their departments. In the southern states it seems impossible to secure an appropriation for this kind of work, hence the tax.

Southern officials are fully imbued with the idea of taxation. Any argument for exemption was unavailing. However, your chairman feels that possibly some good was done in the mere fact that the millers were represented. These officials are very kindly disposed towards the millers. But they are greatly opposed to anything that savors of adulteration.

The next meeting was held in Washington Jan. 26-28, being a meeting of state and federal officials of feed control to form a national ass'n and draft uniform feed law and regulations.

On his return from the meeting Mr. Asher Miner wrote your chairman that he felt that his time and energy had been wasted in attending this meeting, as practically nothing was accomplished and the only comment he heard on the millers' bill was from Mr. Purcell, who said that the southern states would never agree to exempt wheat mill feeds from taxation. Certainly not, they needed and still need the money.

Unfortunately during the past winter, legislatures met in New York, South Carolina, Virginia, Massachusetts, Maryland, Rhode Island, Kentucky, New Jersey, Mississippi.

We are glad to report that nothing was done in any of these states in reference to Feeding Stuffs, excepting in South Carolina and Virginia.

In South Carolina a new law has been enacted, modeled very closely after the North Carolina law of 1909, and in many sections being an exact copy. It is, however, slightly stricter. Tax on feed 25 cents per ton. Wheat Feeds heretofore exempt.

In Virginia there has been a signal victory for the Millers. But the Federation can take no credit, as, through the energetic work of the Virginia Wheat Millers Ass'n (and your chairman really thinks that the Dunlop Mills had a great deal to do with the matter), pure wheat feeds will be exempt after July 1, 1910, but subject to registration and reasonable fee. It seems that had it not been for the active work of the millers a more drastic law than that of 1908 would have passed.

Therefore, as matters stand today, we have gained a state, Virginia, and lost one, South Carolina, and Wheat Feeds are still exempt in 20 out of 33 states having feed laws.

As to the future course of the Federation regarding feed bills. I believe that it is a mistake to suggest taxation in our bill. Of course, we ask for exemption of our products, but propose a tax for our competitors.

Your chairman understands that the Ass'n of American Feed Manufacturers would like to meet with a committee from the millers with the view to adopting a bill which can be recommended by both interests. As to progress in the direction of uniformity, very little can be done with our bill excepting through the co-operation of the millers' ass'ns in the various states. Where there are no such ass'ns work must be done at near range by those most vitally interested. There is one point on which the Federation should act in the near future, and that is the law of Iowa. This

is unconstitutional in that it exempts feeds from local mills. A test case should be made. Or, if no one cares to throw down the gauntlet, then at the next session of the Iowa legislature the Iowa State Millers Ass'n should have mill feeds exempted whether made within or without the state.

## Feedstuffs

The special legislative committee of the Millers National Federation on uniform feeding stuffs law for 1910-11 is composed of Asher Miner, chairman, Miner-Hillard Milling Co., Wilkesbarre, Pa.; Wm. G. Crocker, Washburn-Crosby Co., Minneapolis, Minn.; Edgar H. Evans, Acme-Evans Co., Indianapolis, Ind.; M. L. Fimmel, Tranchant & Fimmel, Osborne, Ohio; Geo. M. Heath, Listman Mill Co., La Crosse, Wis.

The supreme court of the District of Columbia has sustained a decision of the Department of Agriculture that 60 bbls. of stock food manufactured at Norfolk, Va., was adulterated and misbranded, in that a large portion of rice hulls had been mixed and packed with the product so as to injuriously affect its quality and strength. The food was represented to contain cottonseed meal, molasses, oats and sprouts, barley clippings and screenings. The article in fact did not contain oats or barley clippings, screenings or sprouts and but a trace of cotton seed and alfalfa.

Bulletins 109 and 112 of the Exp. Sta. of the Iowa State College, Ames, Ia., treat respectively of "The Value of Corn, Oil Meal, Cottonseed Meal and Gluten Feed in Work Horse Rations," and "Do Mangels and Sugar Beets Cause Kidney and Bladder Stones?" The conclusion is that mangels and beets favor the formation of kidney and bladder stones. The conclusions in Bulletin 109 are that the health and endurance of work horses were the same when fed corn with a moderate amount of oil meal or gluten feed as when fed a corn and oats ration. Oil meal in place of oats saved 1.6c per day. Cotton seed meal gave better results than oil meal. With corn at 50c a bu. and oats at 40c oil meal had a value of fully \$60 a ton for feeding to work horses and cotton seed meal was worth a trifle more.

For the enforcement of the feed inspection act May 1 the department of agriculture, commerce and industries of South Carolina has ordered 1,800,000 stamps in the following denominations: 100 pounds, 1¼ cents; 75 pounds, 9¢ mills; 50 pounds, 6¼ cents; 25 pounds, 3¼ cents; 10 pounds, 1¼ cents; 5 pounds, ½ cent. The feed inspection blanks will soon be ready to be sent out to concerns interested. The rules and regulations and standards as required by the Act will be arranged by Commissioner Watson. Commissioner Watson was visited at Columbia Apr. 15 by John F. Courcier, sec'y of the Grain Dealers National Ass'n, who argued for uniform standards.

The Grain Dealers Journal is good: don't see how we could do without it.—Sam Erskine, mgr. West Lebanon Grain Co., West Lebanon, Ind.

The Grain Dealers Journal is the best. It does not seem to leave anything out and gives the best of information on everything in the grain line. I am always anxious to see the next number.—Wm. Baugher, mgr. eltr. Leesburg Grain & Mfg. Co., Leesburg, Ind.



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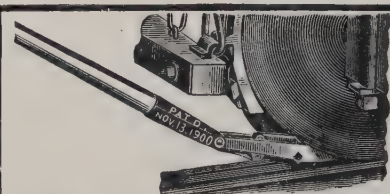
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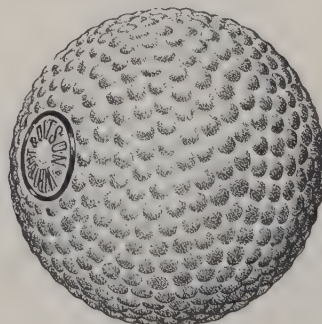


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## Grain Carriers

It is said that the Canadian Pacific Ry. will expend \$2,000,000 for new box cars.

The Supreme Court of the United States has decided that the Interstate Commerce Commission has no power to compel common carriers to grant physical connection with branch lines upon complaint of the latter.

J. J. Henderson, mgr. of the Montreal Transportation Co. states that if insurance rates on vessels plying between Montreal and the upper lakes continue to rise the owners will band together and carry the whole of the insurance.

Grain dealers and traffic officials were heard at Chicago Apr. 18 by Interstate Commerce Commissioner J. S. Harlan on changes in the rules governing the transit privilege. Further conferences will be held before the Commission issues its revision.

Representative E. H. Madison of Kansas, has introduced a bill, amending the Interstate Commerce Act, to provide for settlement of claims within 90 days, and for payment to shipper of attorney's fees in prosecuting claim, if suit is brot and judgment obtained.

"Inspection permitted" indorsed on the B/L covering S/O shipment will obviate trouble at points where the carriers are rigidly insisting on the clause that "Inspection will not be permitted unless permission is indorsed on the original B/L or given in writing by the shipper."

The Minnesota & Iowa Elevator Co. has filed complaint with the Interstate Commerce Commission that the rate of 20c on bulk corn from Sioux City, Ia., to Lismore, Minn., is unreasonable, as carload shipments of corn in bags are given a rate of only 10c. Reparation in the sum of \$62.35 is asked on a carload weighing 62,350 lbs.

Soo surveyors are at work west of Esmond, in Pierce County, N. D., to connect main line and Duluth line in northern Minnesota, by way of Drake, Devils Lake and Medford. Graders are about to begin work on the new cut off of the Great Northern in Pierce County, and there will be many fine locations for elevators on the new line.—S. & K., Esmond, N. D.

A change in the administration railroad measure strikes out the words "substantially dissimilar circumstances and conditions" in the Hepburn act permitting carriers to charge more for a short than a longer haul, with the approval of the Interstate Commerce Commission. The change is vigorously opposed by the carriers as it would prevent their ruinous competition with water routes.

Eastern brokers have won a partial victory in their fight against the diversion charge of \$2 per car. While the charge is not to be canceled, the grain dealers will hereafter be allowed 24 hours' free time at reconsigning points. Thus there will be no charge for diversion if the broker gives his diversion orders within 24 hours. Steps will be taken to give the grain men prompt notification of the arrival of cars. Members of the Philadelphia Commercial Exchange who have been most energetic in their protest against the unjust charge will be saved nearly \$200,000 a year.

For failure to follow shippers' routing the S., C., M. & St. P. R. R. Co. has been required by the I. C. Commission to pay the J. H. Cressey Co., of Boston, \$77 reparation. The shipment of feed originated at Webster, S. D., and the reparation included \$23 of demurrage charges, the commission not ordinarily including demurrage in the adjustment of claims.

The roseate dream of ships coming up to Chicago thru all the narrow passages of the Mississippi is one that in the near future we will look upon as a fantasy pleasing to the imagination and oftentimes attractive to indiscriminate audiences, but one which will not bear the test under the rules governing the propulsion of ships and the carrying of commerce.—Burton of Ohio in the Senate.

The notice that a charge of \$1 per issue per year would be made for tariffs has been rescinded by the carriers, and J. C. Lincoln, pres. of the National Industrial Traffic League, suggests that shippers promptly notify carriers' agents to discontinue sending tariffs in which they are no longer interested, and to give proper name and address to be placed on the mailing lists, to avoid duplication in distribution.

Natural shrinkage, so-called, will not be deducted after May 1 by the Santa Fe, Northwestern, Burlington, Great Western, Elgin, Joliet & Eastern, C., M. & St. P. and Omaha roads. These seven lines hitherto have been deducting  $\frac{1}{4}$  of one per cent from the weight of corn and  $\frac{1}{8}$  of one per cent of the weight of wheat, flaxseed, rye, oats and barley loaded into cars, when making settlement for loss in transit. Notification that this deduction will be discontinued is contained in Western Trunk Lines Circular No. 1-D.

The United States Circuit Court of Appeals at St. Louis on Apr. 18 affirmed the decision of the lower court that the Union Pacific was indebted to the Updike Grain Co., Nebraska-Iowa Grain Co., and Crosswell Lumber & Grain Co. in the amount of the elevation allowance withheld from plaintiffs, but granted to the Peavey Elevator at Council Bluffs. Plaintiffs demanded  $\frac{3}{4}$ c a bu. on all grain unloaded when cars were returned within 48 hrs., but the Circuit Court ordered the combined damages to be reduced from \$10,831 to \$8,236.

On the opening of navigation vessels loaded with approximately 2,000,000 bus. wheat sailed from Fort William, Ont., to Buffalo and about 1,000,000 from Duluth to Buffalo. Around 500,000 bus. was shipped from Fort William for export via Georgian Bay ports and Montreal. These were practically all steamers which had been loaded all winter, being boats chartered by shippers last fall to load cargo and hold for delivery in the spring, as by so doing the owners of the wheat could save the heavy elevator charges during the winter.

Objections to the amendment of the Interstate Commerce Act as proposed in Senate Bill 6737, creating a Commerce Court, have been set forth in a pamphlet by the National Petroleum Ass'n. One objection is that no appeal to this court is provided for the shippers. The court would relieve the Interstate Commerce Commission from defending or enforcing its orders. C. D. Chamberlin, sec'y of the Petroleum Ass'n, suggests that by following the English procedure a commerce court is unnecessary. The Canadian Ry. Commission refers constitutional questions to the Supreme Court which remits its opinion to the Commission.

Navigation on the great lakes opened on Apr. 16th, marine insurance on vessels attaching that time and the ice conditions being such that vessels could be placed in commission. The steamer William H. Mack, however, sailed from Fort William on Apr. 12 with 191,000 bus. wheat consigned to Buffalo, having special insurance arranged for the trip.

The demand for new vessel space is practically nothing, and numerous boats have been offered to shippers for loading at Fort William and Duluth at 1c per bu. to Buffalo without any interest being displayed by shippers at all. This does not compare very favorably with the rate paid on boats which have held their grain all winter for spring delivery, as these steamers were chartered at anywhere from  $3\frac{1}{4}$ c to 4c last fall, and as the usual charge for storage during the winter is figured at  $\frac{1}{2}$ c per bu., the trip rate on these vessels was  $2\frac{1}{4}$ c to  $3\frac{1}{2}$ c, compared with the 1c rate now being offered. The situation at Chicago and Milwaukee is even worse, as there is practically nothing offering at all for shipment east, and only about 200,000 bus. left there during the first week of navigation, notwithstanding the fact that the elevators are well filled with grain.

## New Rulings by I. C. Commission.

The Interstate Commerce Commission has recently issued the following additional conference rulings:

**GRAIN DOOR ALLOWANCES:** Tariffs authorizing allowances for grain doors do not conform with Rule 78 of Bulletin No. 4 unless they state both the maximum allowance per car and the maximum allowance per grain door.

**DEMURRAGE ON CARLOAD SHIPMENT Transferred Into Two Cars:** When a shipment leaves a point of origin in a single car and for the convenience of the carriers is transferred in transit into two cars and is subsequently detained by consignee at destination beyond the free time, demurrage should be assessed as for one car only, so long as either car is detained.

**CARLOAD MINIMUMS:** Where two or more carriers publish a joint through rate they must publish in connection therewith one carload minimum weight for the thru movement under that rate. This ruling is not to be understood, however, as condemning the publication of joint tariffs and the use of thru rates made up in combination on a specific base point, and providing one minimum weight in connection with the specified portion of the rate up to the base point and a different minimum weight in connection with the specified portion of the rate beyond the base point.

**DEMURRAGE ACCRUING BECAUSE of Carrier's Failure to Notify Consignee:** Altho the tariffs of a carrier provided that it would not accept shipments consigned to "Shipper's Order, Notify" where the party to be notified is not located at destination, it nevertheless accepted such a shipment, and because of its failure on the transfer billing to note the shipper's instructions to notify the consignee at a distant point demurrage accrued at destination. Held, That the claim has no standing except upon the carrier's admission that its tariff rule was unreasonable and a showing that it has been changed; and if presented under such conditions and acted upon favorably, the order would require the maintenance of the newly established rule for a period of one year.

## Patents Granted

**Process of Malting.** No. 954,889. Jos. Schneible, Chicago, Ill.

**Portable Granary.** No. 953,827. (see cut.) Wm. J. Haas, St. Paul, Minn. The several wall sections have their edges turned backward to form hooked flanges over which plates are inwardly hooked. Upon the inner sides of the sections are reinforcing strips, and surrounding the bin are a number of reinforcing rings.

**Spout Cut-off.** No. 954,891. (see cut.) Edwin J. Schweig, Minneapolis, Minn. The spout has a transverse slot thru which moves the valve, pushing before it a little of the material in the spout. The part of the spout below the slot has an extension to catch the material pushed before the valve and guide it back into the spout.

**Grain Door.** No. 953,869. (see cut.) Hans Thompson, Minneapolis, Minn. Each of the two sections of the door is composed of a series of narrow leaves having their vertical edges hinged together, each section being hinged on the inside of the car and having abutting vertical edges overlapping when in closed position, the lapping leaves having staples and pivotally connected bolts.

**Conveyor Chain.** No. 955,070. (see cut.) Clarence W. Honabach, Edwardsville, Pa. The chain comprises alternate single link and double link members, the single link members terminating in closed eyes and the double link members each composed of two like parts pivoted together and provided at the ends with open eyes. The connecting pins have elongated heads insertible thru the elongated eyes in the single link members.

**Feeder for Alfalfa Mills.** No. 955,090. (see cut.) Walter Miks, Mayfield, Kan. Combined with a mill having shredding cylinders journaled for simultaneous rotation at different rates of speed are a feeder, including a hood, shafts journaled for rotation in the hood and carrying feeding and retarding arms, and means for causing the shafts to rotate toward each other at a slower rate of speed than that at which the slower cylinder rotates.

**Car Door.** No. 954,326. (see cut.) Frank A. McComber, Marshalltown, Ia., assignor of 1/2 to F. H. Gifford, Marshalltown. The door is in two sections traveling on two tracks, the upper door section having a portion adapted to rest on the inner side of the lower section and another portion adapted to rest at the outer side of the lower section. Means are provided on the

lower track for crowding the lower section in its closed position against the car body.

**Grain Drier.** No. 954,033. (see cut.) Lewis C. Kiser, Decatur, Ill., assignor of 1/2 to Jos. Stocks, Lake City, Ill. A horizontal casing contains two compartments, the grain dropping into one end of the upper compartment being fed along by a spiral conveyor to fall into the compartment below at the other end. A similar conveyor feeds the grain along the lower compartment to the discharge. The conveyor shafts are hollow, hot air being blown into the grain thru the upper one and cold air thru the lower shaft.

### Reducing Shortages.

Small shortages, leading to unpleasant disputes, and more serious shortages, resulting in losses of consequence, should tend to fix in the mind of the shipper the necessity of exercising careful supervision over every car loaded at his elevator.

Included in the precautions that should be kept in mind by the shipper may be named the following:

A careful examination of the car at all points where structural defects or weaknesses may result in leaks.

The use of thick, dry lumber in making grain doors.

Thoro inspection of grain doors when they are supplied by the railroad.

Attachment of lining in a manner that will make impossible the lodgment of grain between lining and side of car.

Stoppage of all leaks, in so far as is possible, from the inside of car, as the weight of the grain will hold the cleat or patch over the opening.

Doubling of grain doors for heavy loads, bringing them as high as the grain in ends of car so that grain will not run over the top.

Tapping lower sides and end of car to see that there is no leak between lining and side of car.

Finally, supervision of the loading of cars by the shipper himself, not entrusting this important matter to inexperienced employees.

### Receipts of Wheat at Primary Markets.

Receipts of wheat at primary markets from July 1 to Apr. 21 have been 61,062,000 bus. of winter and 173,187,000 bus. of spring, against 59,146,000 bus. winter and 153,772,000 bus. spring wheat during the corresponding period of 1908-9, as reported by the *Cincinnati Price Current*.

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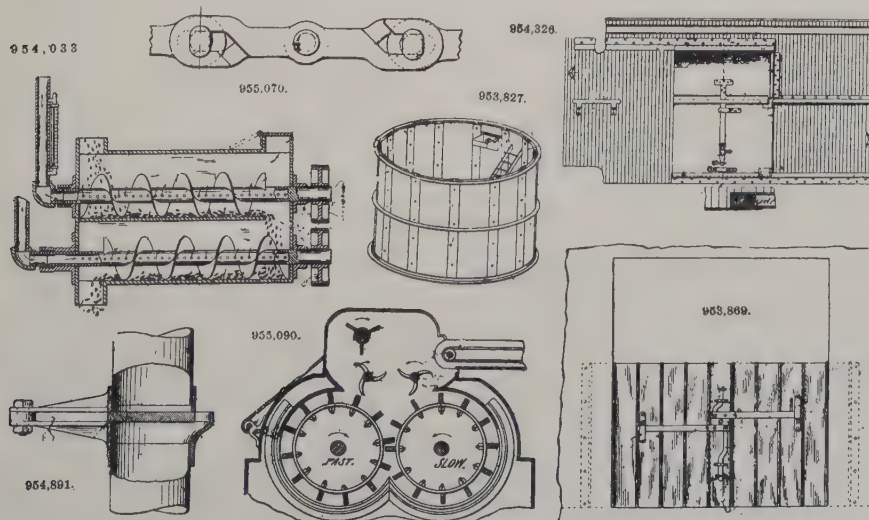
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## Supreme Court Decisions

**Croppers and Liens.**—A cropper cannot create a lien on the crop in favor of a third person by purchasing supplies which his landlord has refused to furnish him.—*Fountain v. Fountain*, Court of Appeals of Georgia, 66 S. E. 1020.

**Measure of Damages for Breach of Contract.**—Where the seller wrongfully retains the goods, he is liable to the buyer for the highest market price between the date of delivery and the time of the actual sale thereof.—*Livesley v. Krebs Hop Co.* Supreme Court of Oregon, 107 Pac. 460.

**Rescission.**—A buyer, seeking to reject an article as not in accordance with the contract of sale, must do nothing after he discovers the true condition inconsistent with the seller's ownership of the property.—*Duluth Log Co. v. John C. Hill Lumber Co.* Supreme Court of Minnesota, 124 N. W. 967.

**Accepting Messages by Telephone.**—A custom by a telegraph company to receive messages by telephone will render the contract to transmit the message binding, and the company liable for failure to deliver the message.—*Gore v. Western Union Telegraph Co.* Court of Civil Appeals of Texas, 124 S. W. 977.

**Person Responding at Telephone.**—One who answers a telephone call from the place of business of a person called for, and undertakes to respond as agent, is presumed to speak for him as to matters of general business carried on by such person at that place.—*Gilliland & Gaffney v. Southern Ry. Co.* Supreme Court of South Carolina, 67 S. E. 20.

**Connecting Carriers.**—Where a carrier issues a B/L for the transportation of goods to a destination beyond its own line, it binds itself to deliver at the point of destination, and is liable for delays of a connecting carrier, unless there be some limitation in liability in the B/L.—*Carter v. Chicago, M. & St. P. R. Co.* Supreme Court of Iowa, 125 N. W. 94.

**Measure of Profits of Bag Filling Machine.**—The profits realized by a defendant from the use of an infringing bag filling machine were properly computed on the basis of the saving as compared with the cost of filling by hand, where there was no prior machine which would do the work.—*Brown Bag Filling Machine Co. v. Drohen*, U. S. Circuit Court of Appeals, 175 Fed. 576.

**Right of Consignee to Sue.**—Where a seller ships goods on an ordinary and open B/L, the buyer designated as the consignee in the B/L is prima facie the owner of the goods, and, in the absence of evidence tending to the contrary, the consignee alone can sue for delay in transportation.—*Parker Buggy Corporation v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina, 67 S. E. 251.

**Penalty for Refusal to Receive Freight.**—In an action against a carrier for the penalty for failure to receive and transport an interstate shipment, plaintiff does not have to show that defendant has filed and published its schedule of freight rates as required by law, defendant being presumed to have complied with the law.—*Burlington Lumber Co. v. Southern Ry. Co.* Supreme Court of North Carolina, 67 S. E. 167.

**Liability for Fire From Locomotive.**—A provision in a contract between the owner of a cotton gin and a railroad for the construction of a spur track to the gin, exempting the railroad from liability for loss of the plant or damage thereto by fire, communicated by the locomotives, was valid, though the gin was situated beyond the limits of the right of way.—*Mayfield v. Southern Ry. Co., Carolina Division*, Supreme Court of South Carolina, 67 S. E. 132.

**Void Limitation of Carrier's Liability.**—Where a shipper had no opportunity to ship under any other than a contract of limited liability, he was entitled to recover for the loss of the goods, regardless of the contract.—*Southern Express Co. v. R. H. Meyer Co.* Supreme Court of Arkansas, 125 S. W. 642.

**Right of "Notify" Party to Sue Carrier.**—Where the consignee of a B/L providing for notice to a third person indorsed thereon a direction to deliver to the third person, the latter alone could sue for damages for subsequent delay in the transportation.—*Moore v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina, 67 S. E. 11.

**Arbitration.**—The rule that it is essential to the validity of an award by arbitrators that it should finally determine the matters submitted, and leave nothing to be done except to execute the award, is true, both under the common law and under Code Civ. Proc. §§ 1281-1290, relating to arbitration.—*Boyd v. Bargagliotti*, Court of Appeal, Third District, California, 107 Pac. 150.

**Interest—Delay in Transportation.**—When one ships goods by a common carrier, and alleges such fact and the value of the goods and failure to deliver in a reasonable time, he is entitled to interest on the value for the time of the unreasonable delay, and that he claims a rate of interest beyond the legal rate does not debar him from recovering the legal rate.—*Dorrance & Co. v. International & G. N. R. Co.* Supreme Court of Texas, 125 S. W. 561.

**Arbitration.**—A bill to set aside an award for fraud, consisting in defendant's persuading plaintiff's material witness to leave the state until after the hearing, by reason of which complainant lost the benefit of his testimony, failing to allege when complainant first learned of the witness' absence, or that he took any measures to protect his interests by applying to the arbitrators for a continuance, or showing anything that defendant did preventing his exercise of diligence in that regard, was fatally defective.—*French v. Raymond*, Supreme Court of Vermont, 75 Atl. 267.

**Reciprocal Demurrage for Delay at Destination Controlled by State Commission.**—The State Railroad Commission may fix reciprocal demurrage rules, making the carrier liable for delays in delivery of interstate shipments after arrival at the point of consignment, since this imposes no additional duty on the carrier, but merely compels the fulfillment of a duty that is an incident to the contract of carriage, and is in aid of commerce, rather than an obstruction to it, and operates after the transportation is completed.—*Yazoo & M. V. R. Co. v. Greenwood Grocery Co.* Supreme Court of Mississippi, 51 South. 450.

**Termination of Carrier's Liability.**—Where the only reason why goods ready for delivery by carrier were not removed before destroyed by fire was because the consignee wished to have the B/L when he paid the freight, and had not received it from the consignor although he had written for it several times, a reasonable time for removal had elapsed where the goods had remained in the depot some weeks after arrival, and the consignee, about a week before the fire, had knowledge of their arrival, and the carrier's only liability was that of a warehouseman.—*Knight v. Southern R. Co.* Supreme Court of South Carolina, 67 S. E. 16.

**Failure to Furnish Cars.**—A shipper, who may have sustained damages by reason of a breach of the common-law duty of a railroad company, as a common carrier, to furnish cars for the transportation of freight within a reasonable time, was not prevented by the act of 1905 (Acts 1905, p. 120) from instituting a common-law action for damages, instead of pursuing the remedy provided by that act, touching the fixing by reasonable rules of the Railroad Commission of a time within which cars should be furnished after written application and "the penalty per day per car" to be paid by the company for failure to supply them accordingly.—*Southern Ry. Co. v. Moore*, Supreme Court of Georgia, 67 S. E. 85.

**Landlord's Share of Divided Crop.**—By an agreed division of the crop the relationship of landlord and cropper ceases to exist as to that portion of the crop which may have been divided, and the fact that one who is thus intrusted with that portion of the crop which has been set apart to the landlord may sustain to the landlord the relation of cropper as to another portion of the crop, still undivided, does not prevent the creation of a special bailment as to the portion of the crop actually divided in kind and awarded to the landlord as a partial payment.—*Smith v. State*, Court of Appeals of Georgia, 67 S. E. 202.

**Sale by Warehouseman Without Consent of Owner.**—Under the provisions of the statutes of this state regulating the duties and obligations of warehousemen and prescribing the penalty for the violation of such duties, it is made a felony for any one operating a warehouse to sell any grain stored therein without first obtaining the written consent of the owner and holder of the warehouse receipt which has been issued for such grain; and in a prosecution for a violation of the statute (section 1490, Rev. Codes) the act itself of selling the grain constitutes the crime, and the motive or intent with which the sale was made is immaterial, and constitutes no defense.—*State v. Henzell*, Supreme Court of Idaho, 107 Pac. 67.

**Arbitration—Hearing.**—Two arbitrators having been agreed on, it was stipulated that if they could not agree they should select a third. A hearing was had before the two, after which the parties left, and the arbitrators failed to agree on an award, and called in a third arbitrator. Afterwards, on the same day, the three concurred in an award without further hearing or notice; the third man's information being derived solely from the other arbitrators. Defendant was not notified of the appointment of a third man, nor did he receive any notice of a hearing before him. Held, that the award was void, and could be collaterally attacked in an action at law thereon.—*Tiffany v. Coffey*, Kansas City Court of Appeals, Missouri, 125 S. W. 1178.

**Burning of Warehouse on Right of Way.**—Under a contract whereby defendant was granted permission to erect on plaintiff's right of way a warehouse, in consideration of which defendant covenanted that he would hold harmless the plaintiff from any damage or liability that might arise from the destruction of such warehouse by fire, whether the same should be attributable to the negligence of the employees of the plaintiff or not, defendant could not escape liability to the railroad for the sum it was obliged to pay to owners of property stored, on the warehouse being burned by the negligence of the railroad, on a showing that the fire was caused by the reckless or willful misconduct of plaintiff's servants, though the reckless and willful misconduct of the railroad itself would be a good defense, since the doctrine of "Qui facit per alium, facit per se," has no application to willful acts of servants in such case.—*Charleston & W. C. Ry. Co. v. Devlin*, Supreme Court of South Carolina, 67 S. E. 149.

**Interest of Landlord in Crop.**—The evidence in this case leaves it doubtful whether the relation between the plaintiff and the defendant was that of landlord and tenant or landlord and cropper. If the former, the title to the crops made by the tenant on the place rented was in the tenant, subject to the landlord's lien for rent and supplies. *Wadley v. Williams*, 75 Ga. 272. If the latter, the title to all the crops grown on the rented land remains in the landlord until there has been an actual division and settlement. *De Loach v. Delk*, 47 S. E. 204. If the relation of landlord and tenant existed, the landlord could not bring against the tenant bail trover for the rent, as the title to the crops was in the tenant. If the relation of landlord and cropper existed, and there was not an actual division and settlement made between the landlord and cropper according to the terms of the contract, the landlord could bring against the cropper an action of trover to recover the share of the crop belonging to

the landlord and of which the cropper was in possession. A charge which in effect instructed the jury that a division of the crops would prevent the landlord from recovering in an action of trover, although there had been no actual settlement between the landlord and cropper, was erroneous. There must be both division of and settlement to prevent such action. Civ. Code 1895, §§ 3129-3131; De Loach v. Delk, supra.—Harley v. Davis. Court of Appeals of Georgia. 66 S. E. 1102.

### A Compromise Decision.

Ellsworth Mill & Eltr. Co., Ellsworth, Kan., Ptf.,

vs.

McCollugh Gr. Co., Wichita, Kan., Defdt.

This is a case wherein it appears that the defendant, The McCollugh Gr. Co. of Wichita, Kan., purchased from the plaintiff, The Ellsworth Mill & Eltr. Co., three cars No. 2 hard wheat at \$1.05 per bu. No. 3 to be applied at one cent per pound scale, 10 days shipment via Frisco road, the wheat to be billed to Plaintiff's order at Wichita, Kan.

It also appears from confirmations exchanged between the plaintiff and defendant, that the sale was to be filled by wheat to originate at Fredrick, Kan., altho the defendant's confirmation does not so state, the term "your track" being used instead of specifying a particular point of origin, however, it also appears from correspondence submitted to your committee and also evidence at the verbal hearing held at Kansas City on Feb. 10th, 1910, that both plaintiff and defendant admitted it was understood in telephone conversation that said wheat was to be shipped from Fredrick, via Frisco.

It is also shown that three cars of wheat were shipped on this sale. The first car, No. 14486, G. T., originating at Fredrick, Kan., graded No. 3 hard and applied on contract and the two remaining cars were shipped from Ellsworth, both grading No. 4 bleached and were not applicable on contract.

The contention of plaintiff that the defendant had no right to refuse the last two cars by reason of their having originated at a point other than that specified at the time the sale was made, is endorsed by your committee, as we believe that seller had a perfect right to protect himself against losses caused by negligence of transportation companies in their failure to furnish cars before the expiration of time limit on case, this being the only reason that plaintiff shipped the cars from Ellsworth instead of Fredrick, provided, of course that the seller stands the difference in the freight rate and the shipment move from same territory via the same line of road as specified in contract and that sale is filled with grain grading according to the terms of said contract. It appears, however, that the two cars in question failed to grade according to contract, and therefore the defendant has a perfect right to refuse them.

Your committee therefore denies the claim of the plaintiff, the Ellsworth Mill & Eltr. Co. of Ellsworth, Kan., for its alleged loss on the two cars which failed to grade, but at the same time your committee does believe that the defendant erred in refusing to consider the application of the two cars on contract, had they graded, on account of their having originated at Ellsworth, this point being the cause of the controversy and decided therefore to divide the costs of this case equally between the plaintiff and defendant. It is therefore ordered that the secretary notify the said plaintiff and defendant that their proportion of the costs in this case would be \$7.15 each or a total of \$14.30.

Respectfully submitted,

I. A. Pribble,  
C. A. Smith,  
F. B. Bonebrake,  
Committee.

Attest: E. J. Smiley.

### Exports of Glucose, Corn Oil and Corn Oil Cake.

During the eight months prior to Mar. 1 we exported 96,745,141 lbs. of glucose, 7,861,544 lbs. of corn oil and 32,951,205 lbs. of corn oil cake, against 75,805,483 lbs. of glucose, 11,089,215 lbs. of corn oil and 33,790,481 lbs. of corn oil cake during the corresponding period ended Mar. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

## Supply Trade

Mr. H. H. Kress has taken charge of the advertising of the Jeffrey Mfg. Co., Columbus, O.

The Scanland Mfg. Co., Wichita, Kans., has been incorporated recently for the purpose of manufacturing feed grinders for both grain and hay.

F. C. Caldwell of H. W. Caldwell & Sons Co., Chicago, was elected Vice-pres. of the National Metal Trades Ass'n at a meeting in New York recently.

Max H. Hurd, mgr. of the Union Iron Works, Decatur, Ill., was a Chicago caller last week and reported March business the largest in the history of his company.

Seventy-three fires reported in grain elevators recently with a rebuilding report following, in almost every instance, means that over seventy eltrs will be rebuilt shortly.

Mr. H. G. Wolf of The Wolf Co., Chambersburg, Pa., who has not taken an active interest in the affairs of that company for the past nine months, is again in "Harness."

The Day Co., Minneapolis, Minn., mfrs of the Day Dust Collector, advise us that its business for 1909 exceeded 1908 by 40%. This certainly is a good showing and flattering to the splendid trade conditions.

W. L. Finton of the Finton Grain Eltr. Construction Co., Appleton, Wis., was a recent caller and reports that the grain men are gradually coming to his ideas of the most economical form of concrete eltr. construction.

The Hastings Fdry & Iron Works, mfrs of manlifts, eltr boots, etc., has built a new structural steel foundry 50x125 feet. This building is of structural steel and brick construction and gives them greatly increased capacity.

Ten well paid, intelligent salesmen, educated to coöperate with advertising will be more effective than fifty salesmen without advertising, and the combined cost of ten salesmen and advertising will be less to the merchant than ten salesmen alone.—John Lee Mahin.

Nordyke & Marmon Co.'s price list No. 1020 has reached our book shelf. It is a well bound book containing over five hundred pages of specifications and data about elevator and mill machinery. We understand that they will be glad to send a copy to any elevator or mill owner.

The Huntley Mfg. Co., Silver Creek, N. Y., writes: "Some time ago you inserted in your paper an item in reference to a Crystaloid Hanger which we were sending out to all those interested in the eltr. and grain trade. We had such a large demand for them that the supply became exhausted. We are now pleased to say that the stock has been replenished so we are again able to supply requests from your readers." This hanger is a fine specimen of high art advertising, and is appreciated by all who receive it.

The Farmers Educational and Co-operative Union of America has invited the Council of North American Grain Exchanges to send delegates to the convention which is to be held at St. Louis during the week of May 2.

## THE ELLIS DRIER CO.

☞ The ELLIS COLD AIR DRIER is the most satisfactory machine in the world for raising the grade and improving the carrying qualities of all classes of grain.

☞ These COLD AIR DRIERS and CONDITIONERS have a capacity of from 100 to 4,000 bushels per hour.

☞ The running expense is small and they can be placed in the elevator with no increase in the insurance.

Postal Telegraph  
Building  
CHICAGO

**Insurance on Elevators.**

By referring to this and other numbers of the Grain Dealers Journal within the past sixty days, the reader will find between ninety and a hundred notices of grain elevator fires, due to various causes, but the greater percentage of them can be laid to the long dry spell making the country elevators an easy prey to their old enemy, the locomotive spark.

The question asked first about each fire is "Was the property fully insured?" Insurance to a business man in this enlightened age, is as necessary as the means of transporting grain to a central market is to a country grain dealer. It is a significant fact that in many of the reports received of these elevator fires, the amount of insurance listed, as against the total amount of loss, is in some cases, as low as fifteen to twenty percent, while in the majority of cases it averages about sixtyfive to seventy percent, making a tangible loss of twentyfive to eightyfive percent, not to mention the inestimable loss of time, business and prestige.

In many cases a fire puts a man out of business entirely owing to his inability to finance the building of a new plant. It is certainly money well spent for an elevator man to insure his elevator, and the contents thereof, to the full value collectible, for while he may look at it as a waste of money to fully insure, yet at the time of a fire it is a different story when a man collects his full loss instead of being out anywhere from twentyfive percent upwards.

**TORNADO INSURANCE:** There is another class of insurance which is not taken advantage of by elevator owners generally, but which is an excellent protection against a perpetual

hazard, which altho not so generally felt, nevertheless is present at all times and liable to wreck a prosperous business of years; we refer to insurance against cyclones, wind storms, etc. A grain elevator on account of its balloon-like structure, necessary to fulfill the requirements for which it is built, present an attractive object for the winds to try their strength on, oft-times with disastrous results to the elevator. Especially is this true in the Spring of the year, when high winds are prevalent, the elevators usually being empty are especially open to collapse on this account.

A disaster of this kind, while not so general, is a good deal worse than a loss by fire, for in the latter case there are innumerable cases where the loss is small, but in nine cases out of ten, an elevator which is damaged by a wind storm, must practically be rebuilt.

No matter what way you look at it, an elevator owner (as well as any other property owning business man) cannot help but see the logic of the fact that money spent for insurance is simply money saved for some future need.

**Imports and Exports of Beans.**

Beans amounting to 726,645 bus. were imported during the eight months prior to Mar. 1, against 1,563,763 bus. during the corresponding period of 1908-9.

During the eight months prior to Mar. 1, we exported 272,876 bus. of beans and dried peas, and 58,099 bus. of foreign origin, compared with 207,640 bus. of domestic, and 52,206 bus. of foreign origin exported during the corresponding period ended Mar. 1, 1909, as reported by O. P. Austin, chief of the Bureau of Statistics.

**Locomotive Sparks.**

On March 19, 1910, the New Ulm Roller Mill Co., New Ulm, Minn., lost its plant by fire originating from locomotive sparks which found their way into the dust room on the second floor. This one fire cost the insurance companies interested about \$57,000, and the loss to the insured was even greater.

On March 24, 1910, the Turner-Hudnut Co., of Pekin, Ill., lost its elevator and cribs at Kilbourne, Ill., by fire originating from locomotive sparks and the mill mutuals interested will pay the assured nearly \$13,000 in consequence.

In these two fires \$70,000 of valuable property was destroyed and the insuring public will be taxed to pay the losses. Since 1900 this company alone has paid over \$77,000 for locomotive spark fires.

**Suggestions:** Buildings on or near a railroad right-of-way should never be roofed with shingles or other combustible material. Use metal or approved composition roofing. Replace broken window lights with new glass, and protect all open windows with fine mesh screens. Allow no piles of old lumber or car doors against or near buildings. If buildings have post or pier foundation, the space underneath should be enclosed either with iron cladding or with tight siding to prevent accumulations of weeds, dry leaves and other rubbish. Keep the premises clear of all sorts of litter. A good rubbish burner located at a safe distance from buildings is an excellent thing.—Michigan Millers Mutual Fire Insurance Co.

We are indebted to Owen & Jennings, Lynchburg, Va., for a sample of white corn raised near that city. The kernels are large, flat, altho not regular in size, but they have a rattle that would bring joy to the hearts of thousands of grain dealers who have lost money on soft corn the past season.

# INSURANCE BUYERS QUESTIONS ANSWERED

Here are three questions which every buyer of insurance should ask, and our answers

**QUESTIONS:**

Is the Company Sound?  
Will it Pay Its Losses?  
Is the Cost Reasonable?

**OUR ANSWERS:**

Gross Assets \$5,288,714.18  
Losses Paid \$6,054,303.83  
Costs 50% Less than Basis Rates

Investigate our rates and methods.

## MILLERS NATIONAL INSURANCE CO.

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M. A. REYNOLDS, Secretary      F. S. DANFORTH, Assis't Secretary

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H. M. GILES, Minneapolis, Minnesota, Northwestern Agency  
CHAS. H. RIDGWAY, Kansas City, Missouri, Southwestern Agency  
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C. H. SEYBT, Highland, Illinois  
J. H. MacMILLEN, Minneapolis, Minnesota

205 LaSalle Street,

CHICAGO, ILL.

# Fire Insurance Companies

ORGANIZED 1883

## The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

## MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual Fire Insurance Company in America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

ORGANIZED 1878

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance In force, - - \$13,920,249.80

Cash Surplus, - - - - 329,927.51

GEORGE POSTEL, Prest.  
A. R. McKINNEY, Sec'y,

Address all Correspondence to the Co.,  
at Alton, Ill.

## THE OLD RELIABLE



ORGANIZED 1881

LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

## ARE YOU GOING TO BUILD?



Then you want to send for our little booklet on Elevator Construction. It's a mighty good little book and has proved of great value in innumerable instances. It was written with one purpose in view, of Preventing Fires.

The **least number** of fires, naturally reduces the cost of insurance.

When you insure with the Grain Dealers' Fire Insurance Co. you are insured by an Association of Grain Dealers united in one company for their mutual benefit. We are not seeking to make a profit out of you, but to make a profit for you.

Write for booklet "Elevator Construction."

**C. A. McCOTTER, Secretary,**

Grain Dealers Fire Ins. Co.

Indianapolis, Ind.

ORGANIZED SEPTEMBER 1897

## GRAIN SHIPPERS' MUTUAL FIRE INSURANCE ASSOCIATION IDA GROVE, IOWA

Insurance in force . . . . \$7,355,000.00

Losses paid to date . . . . 448,000.00

Saved to Policyholders over . . . . 250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.  
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

## THE BEST FIRE PROTECTION

to have about your elevator is an isolated Electric Lighting and Pumping Plant, one that can be used instantly in case of fire in the main engine room or elsewhere. It is also very convenient to have electric current, when the big engine is stopped. This is just a suggestion, let us talk it over. Write for our catalog while you think of it.

THE PHILLIPS GASOLINE ENGINE & MOTOR COMPANY  
39 North Clinton St., Cor. Washington Blvd., Chicago

## Duplicating Scale Ticket Book

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on. Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a fac-simile of each scale ticket given out. 800 tickets in each book. Price, \$1.25.

GRAIN DEALERS COMPANY

255 La Salle Street

CHICAGO, ILL.



## of Lightning Protection

A Scientific and Practical Conductor  
Guaranteed against loss for 10 years.

Ask for booklet  
and Estimate.

Arrow Conductor & Mfg. Co., Chicago, Ill.

## SAVE MONEY

by Automatic Fire Alarms. Are cheaply Installed.  
Saves your property. Reduces insurance premium.  
Rented or sold.

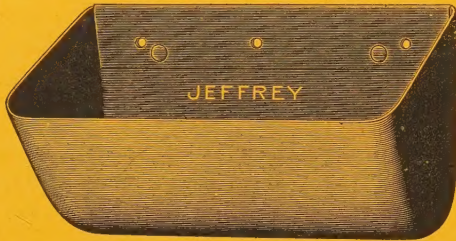
Write to

The Electrical Automatic Appliance Company  
1321 Lawrence Street Denver, Colorado

# JEFFREY

EQUIPMENTS  
FOR

GRAIN ELEVATORS  
and FLOUR MILLS



## Jeffrey Standard Elevator Buckets

are strong, flawless, and shaped to give the cleanest discharge. Made in any size.

Rubber Belt Conveyors, Spiral Conveyors, Chain Belting, Sprocket Wheels, Shafting, Pulleys, etc.

**The Jeffrey Mfg. Co.**  
COLUMBUS, OHIO

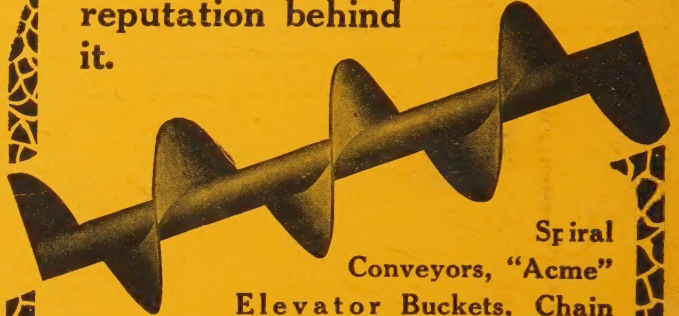
Chicago Office: 1016 Fisher Building

2

# WEBSTER

Machinery

For Grain Elevators and Flour Mills has long experience and wide reputation behind it.



Spiral  
Conveyors, "Acme"

Elevator Buckets, Chain

Belting, Sprocket Wheels, Friction  
Clutches, Shafting, Pulleys, Gearing.

**WEBSTER M'F'G. CO.**

Main Office and Works: 2410-2432 W. 15th Street  
CHICAGO

88-90 Reade Street  
NEW YORK

Pennsylvania Building  
PHILADELPHIA

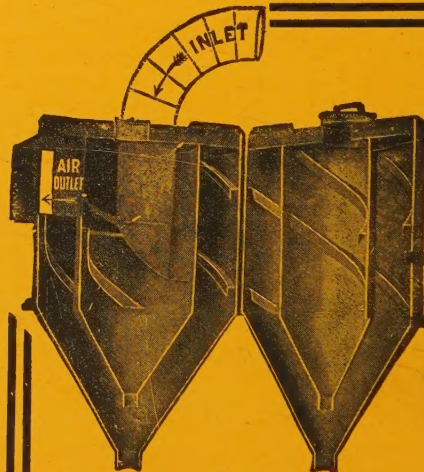
# Spiral Conveyors



The number of "WELLER-Made" Spiral Screw Conveyors at present in use—and the unusually large demand for them—are factors which prove they have more merit than other makes of spiral screw conveyors.

Grain dealers should write for catalog which describes the finest line of Grain Handling Machinery and Power Transmitting Machinery.

**WELLER MFG. CO.**  
CHICAGO



## A Reason Why

It's no disgrace to "come from Missouri," but it's a reflection on you to be so prejudiced that you always "have to be shown." Common sense teaches to profit by the experience of others.

## A Day Dust Collector Reason

It saves power in operating your cleaning machine.

One of our customers who has three collectors installed in Indiana, writes under date of June 22, 1909: "Our head miller says he wouldn't have them taken out for \$1,000 and go back to the old cloth machines again."

For other reasons write to

**THE DAY COMPANY**

1118-26 Yale Place Minneapolis, Minn.